Signalman's JOURNAL

APRIL 1970

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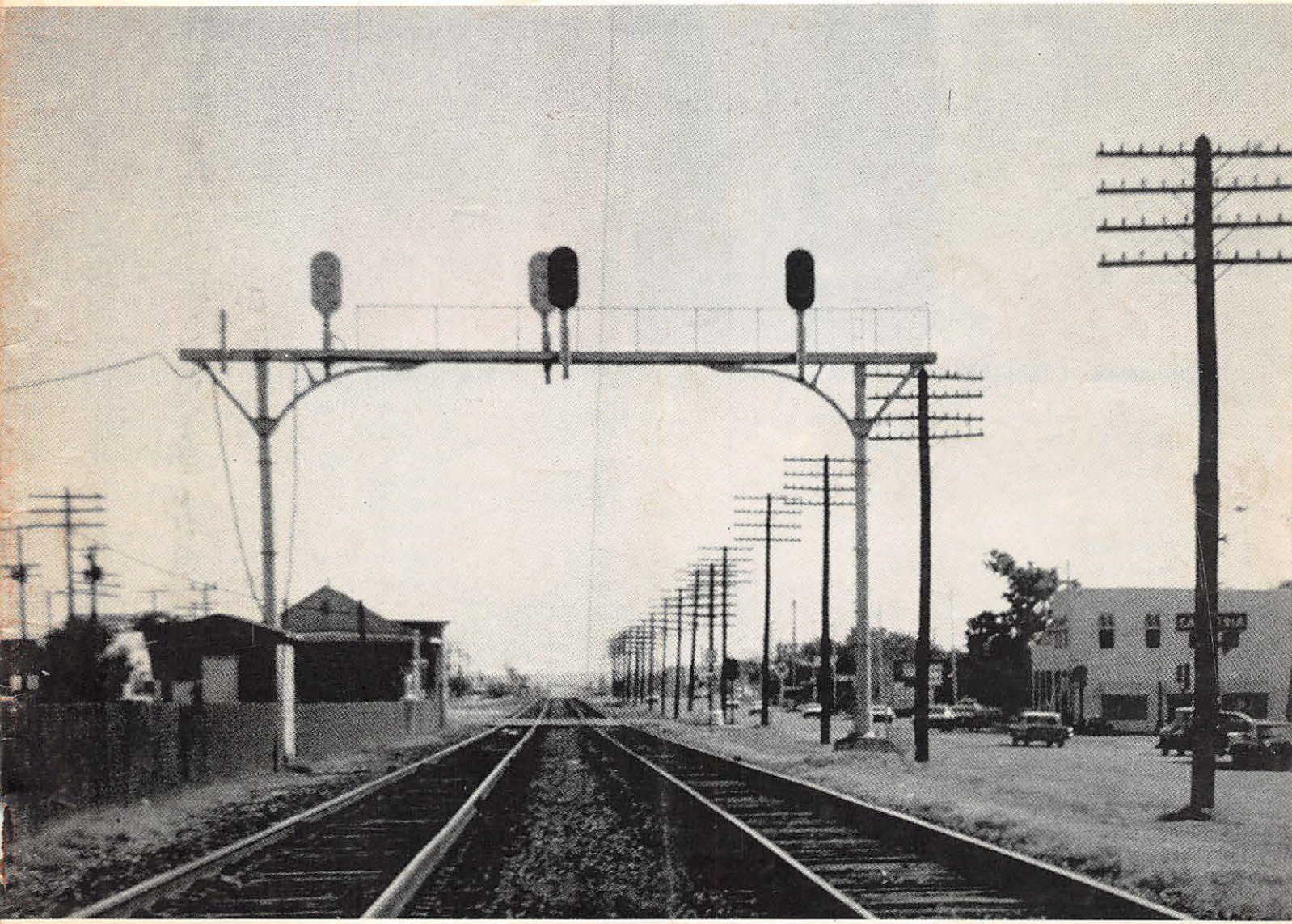

President Chamberlain's Message

Wage Negotiations Commence In Washington, D.C.

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JOURNAL COVER PHOTO

Our cover photo was taken by Brother W.W. Altus between Fort Worth and Dallas, Texas on the Texas & Pacific Railway.

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INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

A Message From President C.J. Chamberlain

ON FEBRUARY 27, 1970, THE President of the United States submitted a proposal to Congress setting forth his views on how to deal with emergency disputes which from time to time arise in the transportation industry. President Nixon's proposal in its entirety is quoted elsewhere in this issue of the Journal for your information and reference.

Following the President's proposal, Senator Robert Griffin of Michigan introduced in the Senate in behalf of President Nixon, bill S.3526, which was allegedly designed to provide a more effective means for protecting the public interest in national emergency disputes involving the transportation industry. An identical bill H.R. 16226, was introduced by Representative Gerald Ford in the House of Representatives.

A careful review of both bills reveals that Congress, at the request of the President, is considering nothing but compulsory arbitration in its worst form.

The President's assertion that the legislation is necessary to prevent national emergencies in the railroad industry is completely without basis as existing laws on the books are adequate, and if properly administered can serve their purpose well.

What the administration is proposing in substance is that railroad employes do not have the right to strike. The legislation contained in S.3526 and H.R. 16226, would set railroad labor back one hundred years and impose on railroad labor oppressive conditions that would not permit the right of self-help in national disputes. This is discrimination against railroad labor of the rankest form, and under no circumstances can we permit Congress or any other governmental body to enact laws which are designed solely to ram compulsory settlements down the throats of railroad employes.

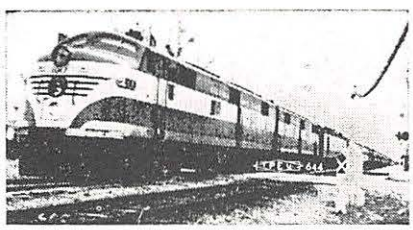
The Brotherhood of Railroad Signalmen and other railroad labor organizations will not tolerate such action by Congress, and we will align our forces with those organizations in opposing this oppressive, compulsory legislation.

The Railway Labor Act that is presently on the books can and will

work if it is given a chance to do so. However, we do believe that the time limits of the Act can and must be shortened to provide for more expeditious handling of disputes. Presently there is too much delay in the mediation process and the National Mediation Board is not known for its speedy handling of any dispute that is referred to it under the procedures of the Railway Labor Act.

There is nothing that would help labor management relations in the railroad industry more than sincere collective bargaining by the carriers with the autonomous railroad labor union or unions with whom they have a dispute. This would take place in short order if the Federal government would keep their hands off and did not interfere. As it now stands, the carriers are relying on the government to intervene in every dispute which can be characterized as one of a national nature.

Railroad employes and officers of railroad labor organizations are for the most part reasonable people.



History shows that they are a most patient, tolerant group who are understanding and not prone to strike over every issue at the drop of a hat. However, in the past few years this patience and tolerance is wearing thin because of lack of meaningful bargaining by the industry and the intervention by the government each and every time one or more railroad labor unions threatens to strike.

The enactment of the Nixon proposal in S.3526 and H.R. 16226, would be the straw that broke the camel's back, as under no circumstances will railroad labor unions accept compulsion in any form as a means of disposing of national disputes in the industry.

Our Brotherhood will do everything it can to alert its members and all of railroad labor about the dangers involved in the compulsory arbitration plan proposed by the President. We urge each of our members to write their respective Senators and Congressmen, and President Nixon personally. Tell them that you are opposed to this oppressive, discriminatory legislation against railroad employes, and that you bitterly resent their consistent intrusion into labor management disputes in the railroad industry.

Our government must give the Railway Labor Act a chance to work and this can only come about by adopting a hands off policy toward threatened strikes on railroads individually, regionally or nationwide. If this were to come about, I am confident that true collective bargaining would quickly come into existence in railroad labor disputes.

If the administration is successful in forcing compulsory settlement of all disputes affecting railroad employes by legislation, then railroad employes, the labor movement as a whole, and our entire economic system will suffer irreparable harm.

I am confident that our members and all of railroad labor will not tolerate the enactment of any such repulsive, discriminatory, oppressive legislation, and will take appropriate action to immediately advise the President, their Congressmen and Senators of their opposition to S.3526 and H.R. 16226 referred to as the "Emergency Public Interest Protective Act of 1970."

C.N.-Co-op Meetings Achieve Positive Results

THE NECESSITY AND IMPORTANCE OF MAINTAINING CO-operation and two-way communication in a period of technological change and economic restraint was emphasized at Winnipeg, Manitoba on March 3 by both union and management spokesmen. They were attending the 46th annual Canadian National Railways' prairie region union-management co-operative meeting.

E. P. Stephenson, vice-president of CN's prairie region, said the value of the co-operative movement was that it allowed both sides to get together, face to face, to discuss matters of common interest and achieve positive results. He pointed to recent changes in prairie grain handling and transportation procedures which proved, he said, that we can "achieve a new and sounder base for the general economy when problems are solved."

Charles Smith, vice-president, Brotherhood of Maintenance of Way Employees, said the union-management co-operative movement, while providing a means of communications at all levels between employer and employe, "can now take a further step to meet the challenge of the technological age." The key to settling disputes, he said, "lies in frank and open communication between the parties involved to eliminate frustration and bitterness."

Support for an increased level of communication and cooperation was voiced by other speakers at the one day meeting, including C. T. Cameron, CN regional general manager, A. M. Hopper, system federation general chairman of the Brotherhood, and A. N. Cotton, general chairman, Brotherhood of Railroad Signalmen.

The meeting was attended by company and union representatives from throughout CN's prairie region including Winnipeg, Saskatoon, Dauphin, Thunder Bay and Virginia, Minn. During the day they inspected several types of on-line accommodation units recently introduced by the railway for its maintenance of way forces.

It's The Doers Who Count

It is not the critic who counts; not the man who points out how the strong man stumbled or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes up short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who at the best, knows in the end, the triumph of high achievement; and who at the worst, if he fails, at least fails while daring greatly; so that his place never be with those cold and timid souls who know neither defeat or victory.

Author unknown

Engineers Welcomed by RLEA

CHAIRMAN, C. J. CHAMBERLAIN OF THE RAILWAY LABOR Executives' Association, announced the affiliation of the Brotherhood of Locomotive Engineers with the RLEA, effective February 1, 1970.

The BLE, long unaffiliated, participated in the mid-winter sessions of the association.

Grand Chief Engineer, C. J. Coughlin, reported the BLE Executive Committee took what it considered to be action necessary to further the best interest of the BLE by affiliating with a recognized coalition of rail labor unions.

In reporting their affiliation with the RLEA to their members the BLE Executive Committee said: "We are convinced that in its revised format, the RLEA will constitute a vital and altogether constructive force in the railroad labor field, and that this affiliation will accrue to the benefit of our BLE membership."

RLEA Chairman, C. J. Chamberlain, extended a "warm welcome" to the Brotherhood of Locomotive Engineers and said the BLE's application was approved with gratification by the "entire group" and that "the affiliation of this fine organization is a definite asset to the RLEA."

The Locomotive Engineers have worked side by side with the RLEA in an effort to secure favorable supplemental annuity legislation.

Chairman Chamberlain stated that 14 unions are now members of the Association.

Engineers Welcomed by RLEA

Chairman C. J. Chamberlain of the Railway Labor Executives' Association, on left, and J. Taylor Soop, RLEA executive secretary, on right, are shown welcoming the leader of a new affiliate Grand Chief C. J. Coughlin of the Locomotive Engineers.

Health And Welfare Agreement Signed

AN IMPROVED HEALTH and Welfare agreement covering all workers in the railroad industry was signed on February 27 in Washington, D.C. by representatives of railway labor, the National Railway Labor Conference and Travelers Insurance Company.

The negotiations that led to the improved Health and Welfare program had been going on for the past six months, with the carriers taking the adamant position that the employes should pay a large portion of the cost of the program. This stumbling block was finally removed through the persistent efforts of the labor negotiators.

The negotiations were carried on by a reduced committee representing all of railroad labor. This committee consisted of representatives of the Brotherhood of Railroad Signalmen, the BLE, the AFL-CIO Railway Employes' Department, BRAC, UTU, and the Maintenance of Way.

President C. J. Chamberlain and Secretary-Treasurer P. T. Drummond personally represented the Signalmen on this reduced committee.

The benefits which will be provided for the period of the policy contract will be those which are presently provided under the policy contract, with the following modifications:

- Raise surgical schedule from E$420 to E$550 (anesthetist allowance to continue at 20 percent)
- Raise radiation therapy benefits by one-third and a maximum of one-third.
- Increase laboratory X-ray benefits by one-third and a maximum one-half.
- Raise major medical lifetime maximum from $10,000 to $20,000, subject to restoration and reinstatement as at present.
- Liberalize emergency treatment provisions (details to be worked out)
- Adjust furloughed benefits to provide disability waiver for disabilities commencing while furloughed.
- Coverage will be extended to new-born children, from birth.

The new policy contract is for a period of two years commencing March 1, 1970 and terminating February 29, 1972.

It is estimated that the total package of improvements and the increased premium will cost the railroad industry more than $5 million per month more than the former cost of the plan. None of the cost of the coverage will be borne by the employes.

The full text of the agreement which was reached and is now in effect is as follows:

AGREEMENT

THIS AGREEMENT, made this 26th day of February 1970 by and between the participating carriers listed in Exhibits A, B and C, attached hereto and hereby made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees, and their employes represented by the Cooperating Railway Labor Organizations signatory hereto, in keeping with the Memorandum of Understanding between the parties dated February 20, 1970, witnesseth:

IT IS AGREED:

ARTICLE I—RENEWAL OF GROUP POLICY CONTRACT GA-23000

The Joint Policyholder Committee created by Article I of the Agreement of January 11, 1968 will enter into discussions with The Travelers Insurance Company and negotiate a renewal of Group Policy Contract GA-23000 for a period of two years from March 1, 1970.

ARTICLE II—BENEFITS TO BE PROVIDED

The benefits which will be provided for the period of the policy contract will be those which are presently provided under the policy contract, with the following modifications:

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- Coverage will be extended to new-born children, from birth
- Coverage of retired employes of the Pullman Company and the Tennessee Central Railway for life insurance will be continued

ARTICLE III—EMPLOYES AND DEPENDENTS TO BE COVERED

1. Pending preparation of exhibits identifying the classes and crafts of employes to be covered (which will be completed as expeditiously as possible), the policy contract will continue to cover the classes and crafts of employes who are presently covered. Additional employe groups, as agreed upon, may however be covered effective March 1, 1970.

2. In application of provisions for enlargement of the policy contract, the Carriers' Conference Committees representing the signatory employers, and the Employes' National Conference Committee representing the policyholder labor organizations, will not unreasonably deny coverage to any craft or class of employes on any railroad upon proper joint application made by the railroad and the collective bargaining representative of such employes.

In the event a labor organization representing a group of employes covered by the policy contract should cease to represent such group of employes, and the policyholder labor organizations so request of the signatory railroads, the coverage of such group of employes shall

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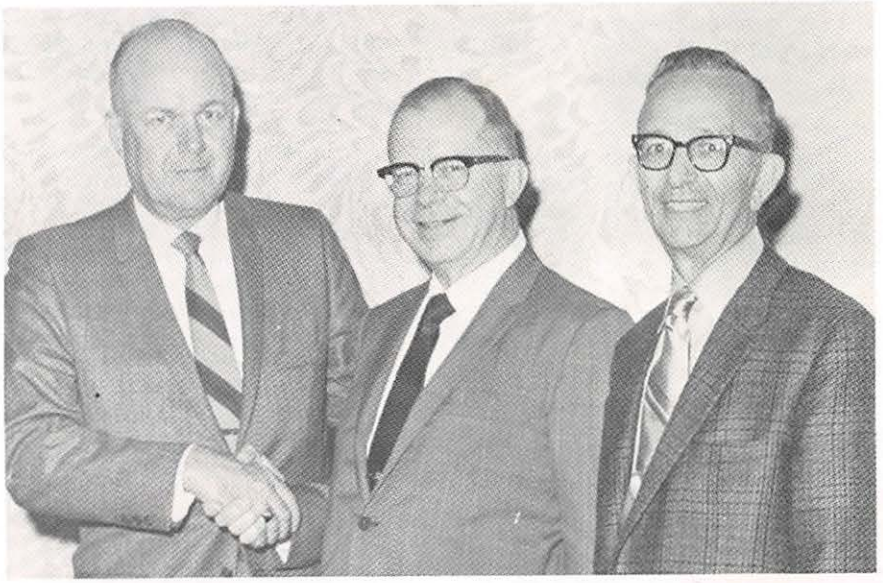

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Supplemental Pension Bill Signed

ON MARCH 17 PRESIDENT Nixon signed into law, legislation that made the Railroad Retirement Supplemental Pension plan permanent.

The bill Nixon signed was a final version of the controversial HR 13,300 as agreed to by a joint committee of members of the Senate and House of Representatives.

When the President signed the supplemental pension annuity bill, the Brotherhood of Railroad Signalmen and the labor organizations that comprise the Railway Labor Executives' Association, won a major victory.

As every member knows, HR 13,300 and the Supplemental Pensions have been one of the leading problems confronting the Railroad Brotherhoods in 1969-70.

The Signalmen and member organizations of the RLEA were faced with the choice of following several unions in support of the bill known as HR 13,300, which would have imposed compulsory retirement on every worker in the railroad industry, revived the concept of the "old yellow dog contract," and destroyed our power to negotiate for five years, or opposing this bill and negotiating something more acceptable.

In August 1969 the Signalmen and those who are now members of the RLEA chose to take a united stand against HR 13,300, legislation which contained dangerous features for railroad workers, and the whole work force of the nation.

We were against compulsory retirement because it gave no choice to the employe on the important matter of his own retirement.

It would have set a dangerous precedent whereby the Congress would have found itself legislating in the field of collective bargaining, and it would have denied nearly 13,000 railroad workers the basic right to earn any supplemental pension whatsoever.

We were against "yellow dog contracts" because they destroy the worker's freedom and had already been outlawed by Congress many years ago.

We were against an extended five-year moratorium on negotiation of the Supplemental Pension because they were already inadequate in an economy headed by inflation.

Many months of effort were ended on March 3, when the House-Senate Conference met for the third time to settle the differences in the House and Senate bills on Supplemental Pensions. This came after the U.S. Senate had voted in favor of the RLEA-proposed bill by an overwhelming 85-1 vote.

The new supplemental pension is permanent. No longer will there be any expiration date on it. No longer will there be any risk of running out of money and not being able to make payments as happened recently.

The Railroad Retirement Board notified the Journal that checks covering the supplemental annuity payments that were due on February 1 and March 1 were released by the treasury on March 18. Notice of the resumption of monthly supplemental annuity payments were included with these checks.

President C. J. Chamberlain stated, "With the signing of this law, all supplemental annuity payments are now permanent and legislation provides for financing necessary to make all future payments.

"Starting with the April 1 check, supplemental annuity payments will be mailed to you on time with your regular annuity check."

President Chamberlain thanks our retired members for supporting The Brotherhood of Railroad Signalmen and the RLEA during the past few months. He stated that he understood how inconvenient it was for our retired members to receive late supplemental checks but it was necessary if we were to receive legislation that would be beneficial to every member.

President Chamberlain thanked each member and retired members for their cooperation in writing to their Senators and Congressmen.

No compulsory retirement. The new law does not contain compulsory retirement and grants the railroad worker the right to a choice on his retirement.

It does not contain a "yellow dog" provision in any form.

It does contain a three-year moratorium instead of the original five years.

The carriers and the unions are free to negotiate for any possible increases in the supplemental benefits or improvements in the program beginning April 1, 1974.

In a statement issued at the signing of the bill, William E. Fredenberger, President of the International Brotherhood of Firemen and Oilers and Chairman of the RLEA Railroad Retirement Committee, said, "The defeat of the original HR 13,300 came about only because of the combined efforts of all RLEA organizations and because we stood together. It is my firm belief that this is a victory for the RLEA. The RLEA now can look to a future of negotiating real Supplemental Pensions. I would like to take this opportunity to thank each and every one of you and the representatives from your organizations who worked so hard to bring about this victory."

Senator Thomas F. Eagleton, Missouri Democrat and Chairman of the Senate Subcommittee on Railroad Retirement, in outlining the provisions of the approved Senate-House bill had the following to say, "Both Houses of Congress have now enacted a law which I believe is a sound one and, in my opinion, a considerable improvement over the version of the bill originally enacted by the House."

In outlining the principal features of the new law, Senator Eagleton stated, "As you know, benefits paid from the present supplemental annuity plan have been delayed because of the inadequacy of money in the existing supplemental fund. Under the bill, all delayed or delinquent payments will be made up. It is hoped that these delinquent payments will be forthcoming within ten days or two weeks of the time President Nixon signed the bill into law."

Eagleton also stated, "I believe that compulsory retirement was not a proper thing for Congress to re-

quire by federal law. If the carriers and the unions wanted to collectively bargain such a provision—as many have—all well and good. But Congress should not dictate it for every employe in a private industry as a matter of federal law."

Senator Eagleton cited the big difference as he viewed it, is that under this version the worker will make a free, open, individual choice; whereas, under the original House version of the bill the worker would be forced to retire.

Eagleton went on to say, "I want to emphasize that only supplemental pensions will be affected by this bill. It will not affect basic Railroad Retirement benefits. However, a House committee has just completed hearings on another bill which would increase the basic pensions by 15 percent to correspond with the 15 percent Social Security increase enacted by Congress earlier this year. I am hopeful that we can get prompt action on the 15 percent increase bill."

In his conclusion Senator Eagleton stated, "I think Congress has enacted an excellent bill. The Railroad Retirement supplemental pension is now permanent. Workers will not be forced into retirement by law against their will."

The new law does require, beginning this year, that all railroad workers age 68 and over will individually decide whether to retire and accept the supplemental pension or to work on and forego it. Next year, all workers age 67 and over will make such a decision, and the age for making this decision will continue to be reduced by one year for each calendar year until age 65 is reached in 1973. Thereafter, all railroad workers will make such a choice when they reach age 65.

An exception is made for an employe who, on his entitlement closing date, has at least 23 years (270 months) of service but less than 25 years (294 months) of service—the minimum required for a supplemental annuity. If he continues working until he acquires 25 years of service, he will be entitled to a supplemental annuity unless before he acquires 25 years of service he becomes eligible for a social security benefit on his own wage record.

The new law allows the Railroad Retirement Board to borrow from the regular retirement account whatever funds are needed to pay supplemental annuities and related administrative expenses. The borrowed funds must be repaid with interest within one year.

The Railroad Retirement Board announced a change in the Supplemental Annuity man-hour rate effective with the quarter beginning April 1, 1970, the rate shall be 6 cents per man-hour. The Board is given authority to adjust the man-hour supplemental tax rate each quarter to whatever rate is needed to pay supplemental annuities and administrative cost for that particular quarter. The determination must be made at least 15 days before the start of the quarter.

The present 2-cent per man-hour tax rate remains in effect for services rendered on or before March 31, 1970.

The Board must publish, as soon as practicable after determination, the rate in the Federal Register and advise employers, employe representatives, and the Treasury of the rate.

The Railroad Retirement Board is preparing a leaflet explaining those changes that are of interest to employes and annuitants. The leaflets will be available soon at the Board's field offices.

Attend Your Union Meetings

WAGE NEGOTIATIONS COMMENCE IN WASHINGTON

NEGOTIATIONS ON OUR WAGE NOTICE OF OCTOBER 1, 1969 COMMENCE IN WASHINGTON, D.C. ON APRIL 7.

PRESIDENT C. J. CHAMBERLAIN, HEADING THE SIGNALMEN'S NEGOTIATING COMMITTEE, STATED THAT THE BROTHERHOOD OF RAILROAD SIGNALMEN ARE TAKING THEIR SECOND STEP IN ITS PROGRAM TO CORRECT INEQUITIES IN THE PAY STRUCTURE OF HIGHLY SKILLED SIGNAL DEPARTMENT EMPLOYES.

OTHERS "AROUND THE TABLE" DURING THE OPENING BARGAINING SESSIONS INCLUDE: VICE PRESIDENTS T. H. GREGG, R. T. BATES, B. H. STEUERWALD, DIRECTOR OF RESEARCH W. D. BEST AND ATTORNEY D. W. BENNETT.

THE MEETINGS ARE BEING HELD IN THE CONFERENCE ROOM OF THE NATIONAL RAILWAY LABOR CONFERENCE IN WASHINGTON, D.C.

MR. J. P. HILTZ, JR., CHAIRMAN OF THE NATIONAL RAILWAY LABOR CONFERENCE, IS HEADING THE CARRIERS' NEGOTIATING TEAM.

THE SIGNALMAN'S JOURNAL WILL KEEP OUR MEMBERS INFORMED OF DEVELOPMENTS.

Edison Appoints Service Engineer

THE PRIMARY BATTERY Division, Thomas A. Edison Industries of McGraw - Edison Company announces the appointment of Mr. Robert V. Rodden to the position of service engineer with headquarters at St. Louis, Missouri.

Mr. Rodden was born on February 25, 1929 in Phoenix, Arizona, received his early education in the Public Schools of Lebanon, Missouri. He was graduated from Stoutland, Missouri High School. He joined the St. Louis San Francisco Railway Company in March 1947 as a signal helper. In 1948 he advanced to assistant signalman and subsequently became a signal maintainer, a position he held until his present appointment with the Edison Company.

Health And Welfare Agreement Signed

AN IMPROVED HEALTH and Welfare agreement covering all workers in the railroad industry was signed on February 27 in Washington, D.C. by representatives of railway labor, the National Railway Labor Conference and Travelers Insurance Company.

The negotiations that led to the improved Health and Welfare program had been going on for the past six months, with the carriers taking the adamant position that the employes should pay a large portion of the cost of the program. This stumbling block was finally removed through the persistent efforts of the labor negotiators.

The negotiations were carried on by a reduced committee representing all of railroad labor. This committee consisted of representatives of the Brotherhood of Railroad Signalmen, the BLE, the AFL-CIO Railway Employes' Department, BRAC, UTU, and the Maintenance of Way.

President C. J. Chamberlain and Secretary-Treasurer P. T. Drummond personally represented the Signalmen on this reduced committee.

The benefits which will be provided for the period of the policy contract will be those which are presently provided under the policy contract, with the following modifications:

- Raise surgical schedule from E$420 to E$550 (anesthetist allowance to continue at 20 percent)
- Raise radiation therapy benefits by one-third and a maximum of one-third.
- Increase laboratory X-ray benefits by one-third and a maximum one-half.
- Raise major medical lifetime maximum from $10,000 to $20,000, subject to restoration and reinstatement as at present.
- Liberalize emergency treatment provisions (details to be worked out)
- Adjust furloughed benefits to provide disability waiver for disabilities commencing while furloughed.
- Coverage will be extended to newborn children, from birth.

The new policy contract is for a period of two years commencing March 1, 1970 and terminating February 29, 1972.

It is estimated that the total package of improvements and the increased premium will cost the railroad industry more than $5 million per month more than the former cost of the plan. None of the cost of the coverage will be borne by the employes.

The full text of the agreement which was reached and is now in effect is as follows:

AGREEMENT

THIS AGREEMENT, made this 26th day of February 1970 by and between the participating carriers listed in Exhibits A, B and C, attached hereto and hereby made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees, and their employes represented by the Cooperating Railway Labor Organizations signatory hereto, in keeping with the Memorandum of Understanding between the parties dated February 20, 1970, witnesseth:

IT IS AGREED:

ARTICLE I—RENEWAL OF GROUP POLICY CONTRACT GA-23000

The Joint Policyholder Committee created by Article I of the Agreement of January 11, 1968 will enter into discussions with The Travelers Insurance Company and negotiate a renewal of Group Policy Contract GA-23000 for a period of two years from March 1, 1970.

ARTICLE II—BENEFITS TO BE PROVIDED

The benefits which will be provided for the period of the policy contract will be those which are presently provided under the policy contract, with the following modifications:

- Raise surgical schedule from E$420 to E$550 (anesthetist allowance to continue at 20%)
- Raise radiation therapy benefits and maximum one-third
- Raise Lab-X-Ray benefits one-third and maximum one-half
- Raise major medical lifetime maximum from $10,000 to $20,000, subject to restoration and reinstatement as at present
- Liberalize emergency treatment provisions; details to be worked out
- Adjust furloughed benefits to provide disability waiver for disabilities commencing while furloughed
- Coverage will be extended to new-born children, from birth
- Coverage of retired employes of the Pullman Company and the Tennessee Central Railway for life insurance will be continued

ARTICLE III—EMPLOYES AND DEPENDENTS TO BE COVERED

1. Pending preparation of exhibits identifying the classes and crafts of employes to be covered (which will be completed as expeditiously as possible), the policy contract will continue to cover the classes and crafts of employes who are presently covered. Additional employe groups, as agreed upon, may however be covered effective March 1, 1970.

2. In application of provisions for enlargement of the policy contract, the Carriers' Conference Committees representing the signatory employers, and the Employes' National Conference Committee representing the policyholder labor organizations, will not unreasonably deny coverage to any craft or class of employes on any railroad upon proper joint application made by the railroad and the collective bargaining representative of such employes.

In the event a labor organization representing a group of employes covered by the policy contract should cease to represent such group of employes, and the policyholder labor organizations so request of the signatory railroads, the coverage of such group of employes shall

terminate at the end of the second month after such request is made.

3. The definitions of "Qualifying Employe," "Retired Employe" and "Dependent" presently set forth in the policy contract will continue, subject to revision to cover new-born children from birth rather than only when they are over fourteen days of age, and to arrangements to continue coverage of retired employes of the Pullman Company and the Tennessee Central Railway for life insurance.

ARTICLE IV—FINANCING THE POLICY CONTRACT

1. Appropriate premium rates will be arranged with the Insurer to provide the benefits identified in Article II for covered employes (excluding medical care benefits for employes of hospital association railroads), retired employes (life insurance only), and dependents, on the basis of a difference of $10.92 per employe per month between the premium rates applicable to non-hospital association railroads for all coverages except of on-duty injuries and the premium rates applicable to hospital association railroads.

2. Each participating railroad will transmit to the Insurer, the amounts necessary to pay the required monthly premium for its employes, subject to the provisions of paragraph 3 below.

3. For the period from March 1, 1970 through August 31, 1971, participating railroads will transmit under paragraph 2 above, for all coverages except of on-duty injuries, the amount of the required monthly premium less $1.00 per employe per month, and $1.00 per employe per month will be withdrawn from the Special Account and used to supplement the amounts transmitted by the railroads. The Joint Policyholder Committee will request the Insurer to estimate the amount which may be so withdrawn for the period from September 1, 1971 through February 29, 1972, with the objective of depleting the Special Account balance to approximately $100,000 as of March 1, 1972, taking into account all anticipated credits to the Special Account including all retroactive rate credits and interest which could be credited through March 1, 1972. The railroad transmittals provided for under paragraph 2 above will be reduced for the period from September 1, 1971 through February 29, 1972 by the amount per employe per month determined as provided for in this paragraph. Medicare Part B premiums will continue to be paid from the Special Account for eligible employes and dependents aged 65 and over, and will be taken into account in reaching such determination.

4. The amount which each participating non-hospital association railroad will transmit to the Insurer will include the premium necessary to provide coverage for on-duty injury benefits.

5. Each participating hospital association railroad will transmit to the hospital association $10.75 (increased from $9.25 effective March 1, 1970) or the hospital association dues, whichever is less, each month for each Qualifying Employe who rendered compensated service or received vacation pay in the preceding calendar month, and the dues of Qualifying Employes will be offset by that amount; will provide for a three-month extension of hospital association coverage for Qualifying Employes while on furlough, either through arrangements which the railroad may make with the hospital association or, in the absence of such arrangements, by paying the furloughed employes' full dues for up to three months; and will provide for the treatment of on-duty injuries.

6. On any enlargement of the policy contract to include an additional group of employes, and on any enlargement to change the status of a railroad from a hospital association railroad to a non-hospital association railroad, if the employe groups involved had not been covered by another health and welfare plan or hospital association arrangement which will provide benefits on and after the effective date of the enlargement in relation to disabilities which commenced prior thereto, the railroad involved will transmit to the Insurer such pick-up premium as the Insurer may charge under the provisions of the policy contract.

7. Unless prior to March, 1972 the parties hereto reach agreement to continue the policy contract, it will terminate February 29, 1972, subject to its provisions for extended benefits for employes and dependents previously injured or who are sick.

ARTICLE V—GENERAL PROVISIONS

Court Approval

1. This Agreement is subject to approval of the courts with respect to railroads in the hands of receivers or trustees.

Effect and Duration of This Agreement

2. This Agreement is in full and final settlement, as between the parties hereto, of the notice served on a national basis September 2, 1969 by the railroads parties hereto, of the notice served on a national basis October 21, 1969 by the labor organizations signatory hereto, and of any other pending notices relating to health and welfare benefits and the financing thereof. This agreement may be changed in accordance with the Railway Labor Act as amended, provided that no notices relating to health and welfare benefits or the financing thereof shall be served to become effective prior to March 1, 1972, and if no agreement thereon is reached prior to March 1, 1972, the obligations of the railroads under this agreement shall terminate when the payments due February 1972 have been made.

SIGNED AT WASHINGTON, D. C.,
THIS 26th DAY OF FEBRUARY, 1970.

(Signatures omitted)

If you find a mistake in this magazine it was put there on purpose. We try to publish something for everybody, and some people seem to look only for mistakes.

Be Wise!
INSIST ON THIS UNION LABEL
in all women's and children's apparel
ILGWU
PATRONIZE all UNION PRODUCTS AND SERVICES

To protect yourself and your loved ones the American Cancer Society urges an annual checkup and support for the Cancer Crusade.

President Nixon Seeks Compulsion In Transportation Disputes

PRESIDENT NIXON HAS asked Congress to take the right to strike away from workers in all phases of the transportation industry. In place of that right, he wants power to impose compulsory arbitration.

Nixon, in a special message to Congress, said that this legislation is necessary because "work stoppages in the railroad, airline, maritime, longshore, or trucking industries are more likely to imperil the national health or safety, than work stoppages in other industries."

The principal element in his proposal for "national emergency" transportation disputes would permit a special panel, in some cases selected by the President, to choose the last, best offer of either management or labor and require both sides to abide by the decision.

This "final offer selection" process which would be invoked after all other channels for reaching agreement has failed, is now under fire as a disguised form of compulsory arbitration.

Nixon's proposal — the most sweeping Presidential anti-strike scheme in modern history—brought swift reactions from both labor and management.

AFL-CIO President George Meany reiterated the labor movement's strong opposition to compulsory arbitration "even though it might be sugarcoated."

C. J. Coughlin, grand chief of the Brotherhood of Locomotive Engineers and chairman of the Railway Labor Executives' Association's Railway Labor Act committee, also decried the compulsory arbitration aspects of the Administration plan. "There is an easier way than compulsory arbitration," he said, "and that is to allow individual unions to bargain with individual railroads."

The President's proposal went to Capitol Hill as the threat of a nationwide rail tie-up loomed. Four shopcraft unions and the nation's railroads are locked in a protracted wage and work rule dispute.

Lawmakers repeatedly have called for new emergency strike procedures whenever confronted with the task of having to enact a special law to settle a nationwide labor dispute.

However the out-look on Capitol Hill for Nixon's proposal is uncertain. In an election year, it's likely many legislators will be inclined to avoid tackling such a controversial bill.

In order that every member of The Brotherhood of Railroad Signalmen may know exactly what President Nixon's request entails, the full text of his message to Congress is reproduced below:

Legislation which would accomplish the goals sought by President Nixon in his bid to obtain greater power in dealing with strikes in the transportation industry has been introduced in the Senate and in the House of Representatives.

The Senate bill—S.3526—was introduced by Senator Robert P. Griffin (R., Mich.) the Senate minority whip, and co-author of the Landrum-Griffin Act.

The bill has been referred to the Senate Labor Committee.

The bill in the House—HR-16226—was introduced by Congressman Gerald R. Ford (D., Mich.), the minority leader, for himself and for Congressman Sherman P. Lloyd (R., Ut.), Sam Steeger (R., Ariz.), Larry Winn, Jr. (R., Kans.), Edwin Eshleman (R., Pa.), and Wiley Mayne (R., Iowa).

It has been referred to the Interstate Commerce Committee.

TO THE CONGRESS OF THE UNITED STATES

"Early in my Administration I pledged that I would submit a new proposal for dealing with national emergency labor disputes. Since that time, members of my Administration have carefully reviewed the provisions of these laws and the nation's experience under them. We have concluded from that review that the area in which emergency disputes have created the greatest problem is that of transportation.

"Our highly interdependent economy is extraordinarily vulnerable to any major interruption in the flow of goods. Work stoppages in the railroad, airline, maritime, longshore, or trucking industries are more likely to imperil the national health or safety than work stoppages in other industries. Yet, it is in this same transportation area that the emergency procedures of present laws—the Railway Labor Act of 1926 and the Taft-Hartley Act of 1947—have most frequently failed.

"It is to repair the deficiencies of existing legislation and to better protect the public against the damaging effects of work stoppages in the transportation industry that I am today proposing that Congress enact the Emergency Public Interest Protection Act of 1970."

Two Major Objectives

"Our past approaches to emergency labor disputes have been shaped by two major objectives.

"The first is that health and safety of the nation should be protected against damaging work stoppages.

"The second is that collective bargaining should be as free as possible from government interference.

"As we deal with the particularly difficult problems of transportation strikes and lockouts, we should continue to work toward these objectives. But we must also recognize that, in their purest form, these two principles are mutually inconsistent. For if bargaining is to be perfectly free, then the government will have no recourse in time of emergency. And almost any government effort to prevent emergency strikes will inevitably have some impact on collective bargaining.

"Our task, then, is to balance partial achievement of both objectives. We must work to maximize both values. Ideally, we would provide maximum public protection

with minimum federal interference. As we examine the laws which presently cover the transportation industry, however, we find that interference has often been excessive and protection has often been inadequate."

The Railway Labor Act

"Work stoppages in both the railroad and airline industries are presently handled under the emergency procedures of the Railway Labor Act. Under this law, the President can delay a strike or lockout for sixty days by appointing an Emergency Board to study the positions of both parties and to recommend a settlement. If the sixty-day period ends without a settlement then the President has no recourse other than to let the strike occur or to request special legislation from the Congress.

"Past events and recent experiences demonstate the failure of these provisions. Since the passage of the Railway Labor Act 45 years ago, the emergency provisions have been invoked 187 times—an average of four times yearly. Work stoppages at the end of the sixty-day period have occurred at a rate of more than one per year since 1947. Twice the President has had to request special legislation from the Congress to end a railroad dispute, most recently in 1967.

"Why does the Railway Labor Act have such a bad record? Most observers agree that the Act actually discourages genuine bargaining. Knowing that the Emergency Board will almost always move in with its own recommendation whenever a strike is threatened, the disputants have come to look upon that recommendation as a basis for their own further bargaining. They have come to regard it as a routine part of the negotiation process.

"Over the years, the members of one Emergency Board after another have concluded that little meaningful bargaining takes place before their involvement. Most of what happens in the early bargaining, they report, is merely done to set the stage for the appearance of the Federal representatives. Designed as a last resort, the emergency procedures have become almost a first resort. The very fact that an official recommendation is *possible* tends to make such a recommendation *necessary.*

"The disputants also know that government participation need not end with the Board's recommendation. They know that the nation will not tolerate a damaging railroad strike—and that even compulsory arbitration is a possible legislative solution if they are unable to compromise their differences. This expectation can also have a significant, discouraging effect on serious bargaining. Aware that arbitrators and public opinion will often take a middle ground between two bargaining positions, each disputant feels a strong incentive to establish a more extreme position which will put the final settlement in his own direction. Expecting that they might have to *split* the difference tomorrow, both parties find it to their advantage to *widen* that difference today. Thus the gap between them broadens; the bargaining process deteriorates; government intervention increases; and work stoppages continue.

"Many of the deficiencies in the Railway Labor Act do not appear in the Taft-Hartley Act. Therefore, as the first step in my proposed reform, *I recommend that the emergency strike provisions of the Railway Labor Act be discontinued and that railroad and airline strikes and lockouts be subject to a new law—one which draws upon our experience under the Taft-Hartley Act.*"

The Taft-Hartley Act

"Labor disputes in other transportation industries—maritime, longshore, and trucking—are now subject to the emergency provisions of the Taft-Hartley Act, legislation which I helped write in 1947.

"Under the Taft-Hartley Act, the President may appoint a Board of Inquiry when he believes that a strike or lockout or the threat thereof imperils the nation's health or safety. After the Board of Inquiry has reported on the issues involved in the dispute, the President may direct the Attorney-General to petition a Federal District Court to enjoin the strike for an eighty-day "cooling-off" period. During the eighty-day period, the Board of Inquiry makes a second finding of fact and the employees have an opportunity to vote on the employer's last offer.

"There are a number of features in the Taft-Hartley Act which encourage collective bargaining to a far greater extent than does the Railway Labor Act. First, government intervention is more difficult to invoke since the Taft-Hartley Act—unlike the Railway Labor Act—requires a court injunction to stop a strike or lockout. Moreover, the Taft-Hartley Act, explicitly prohibits the Board of Inquiry from proposing a settlement. Thus neither party is tempted to delay an agreement in the hope that the Board's recommendation will strengthen its hand. Finally, the standard for judging whether the threatened work stoppage justifies government intervention is stricter under Taft-Hartley than under the older Act—though the use of stricter standards does *not* imply that a strike or lockout which primarily involves one region of the country could not be enjoined if it threatens the national health or safety.

"But even the Taft-Hartley Act gives the President inadequate options if a strike or lockout occurs after the eighty-day cooling-off period has elapsed—something that has happened in eight of the twenty-nine instances in which this machinery has been invoked since 1947. All of these instances of failure have involved transportation industries. As is the case under the Railway Labor Act, the President has no recourse in such a situation other than to submit the dispute to the Congress for special legislation.

"Each of the last four Presidents, the President's Labor-Management Advisory Committee, numerous voices in the Congress, and many other students of labor relations have concluded that the President's options at this point in the dispute should be broadened. I share this conclusion—but I believe it advisable to limit its application at present to the transportation field. It is in the area of transportation, after all, that our present procedures have encountered the greatest difficulty. If at some later date, conditions in other industries seem to demand further reform—and if our experience with the new transportation procedures has been encouraging—we may then wish to extend the application of these new procedures."

Three New Options

"The President must have additional procedures which he can follow at the end of the cooling-off period if damaging work stoppages in vital transportation industries are to be avoided. *Accordingly, I propose that the Taft-Hartley Act—as it applies to transportation industries—be amended to give the President three additional options, if, at the end of the eighty-day injunction period, the labor dispute in question has not been settled and national health or safety is again endangered.*

"1. The first option would allow the President to *extend the cooling-off period for as long as thirty days.* This choice might be most attractive if the President believed the dispute were very close to settlement.

"2. The President's second option would be *to require partial operation of the troubled industry.* Under this

provision the major part of the strike or lockout could continue. But danger to national health or safety could be minimized by keeping essential segments of the industry in operation or by maintaining service for the most critical group of service-users. This procedure could be invoked for a period of up to six months.

"It is important, of course, that the precise level of partial operation be correctly determined—it must be large enough to protect the society but small enough so that both parties feel continued economic pressures for early settlement. Responsibility for determining whether partial operation is possible and for establishing the proper level of operations would be assigned to a special board of three impartial members appointed by the President. The panel would be required to conduct an extensive study of the matter and to report its findings within thirty days of its appointment. The strike or lockout could not continue during that period.

"3. The President's third option would be *to invoke the procedure of "final offer selection."* Under this procedure, each of the parties would be given three days to submit either one or two final offers to the Secretary of Labor. The parties would then have an additional five days to meet and bargain over these final proposals for settlement. If no agreement emerged from those meetings, a final offer selector group of three neutral members would be appointed by the disputants or, if they could not agree on its membership, by the President. This group would choose one of the final offers as the final and binding settlement.

"The selectors would hold formal hearings to determine which of the final offers was most reasonable—taking into account both the public interest and the interests of the disputants. They would be required to choose one of the final offers in the exact form in which it was presented; in no case could they modify any of its terms nor in any way attempt to mediate the conflict.

"The final offer selection procedure would guarantee a conclusive settlement without a dangerous work stoppage. But—unlike arbitration—it would also provide a strong incentive for labor and management to reach their own accomodation at an earlier stage in the bargaining. When arbitration is the ultimate recourse, the disputants will compete to stake out the strongest bargaining position, one which will put them at the greatest advantage when a third party tries to "split the difference." But when final offer selection is the ultimate recourse, the disputants will compete to make the most reasonable and most realistic final offer, one which will have the best chance to win the panel's endorsement.

"Rather than pulling apart, the disputants would be encouraged to come together. Neither could afford to remain in an intransigent or extreme position. In short, while the present prospect of government arbitration tends to widen the gap between bargaining positions and thus invite intervention, the possibility of final offer selection would work to narrow that gap and make the need for intervention less likely.

"It should be emphasized that the President could exercise any one of these options only if the eighty-day cooling-off period failed to produce a settlement. Whatever option the President might choose, either House of Congress would have the opportunity—within ten days—to reject his recommendation under a procedure similar to that established by the Reorganization Act of 1949.

"Either a partial operation plan or a final offer selection could be voided in the courts if it were judged arbitrary and capricious. If the President were to choose none of the three additional options, if the Congress were to reject his choice, or if one of the first two options were chosen and failed to bring a settlement, then the President could refer the entire matter to the Congress as he can do under the present law."

Other Recommendations

"The effort to broaden Presidential options is at the heart of the reforms I propose. There are a number of additional repairs, however, that would also strengthen our labor disputes legislation.

—*"I recommend that a National Special Industries Commission be established to make a comprehensive study of labor relations in those industries which are particularly vulnerable to national emergency disputes.* Experience has clearly shown that such labor crises occur with much greater frequency in some industries than in others. The Commission, which would have a two-year life span, should tell us why this is so and what we can do about it.

—"TheRailway Labor Act presently calls for final arbitration by government boards of unresolved disputes over minor grievances. Usually these disputes involve the interpretation of existing contracts in the railroad or airline industries. Again, the availability of government arbitration seems to have created the necessity for it; the National Railroad Adjustment Board, for example, has a backlog of several thousand cases to arbitrate. The growing dependence on government represents a dangerous trend; moreover, the resulting delay in settlement is burdensome and unfair to both labor and management.

"I propose therefore that the National Railroad Adjustment Board be abolished. A two-year transition period should be allowed for completing cases now in process. The parties themselves should be asked to establish full grievance machinery procedures, including no-strike, no lockout clauses and provisions for final binding arbitration. When necessary, the Federal Mediation and Conciliation Service would assist in this process.

—"A labor contract in the railroad or airlines industry presently has no effective termination date. This is true because the right of the parties to engage in a strike or lockout depends on a declaration by the National Mediation Board that the dispute cannot be resolved through mediation. Negotiations can thus drag on for an indeterminate period, far beyond the intended expiration date of the contract, with no deadlines to motivate serious bargaining.

"I recommend that this unusual procedure be discontinued and that new labor contracts for railroads and airlines be negotiated in the same manner as those for most other industries. The party which desires to change or terminate any contract would be required to provide written notice to that effect sixty days in advance of the date on which the change is to go into effect. The schedule of negotiations would thus depend not on the decision of the National Mediation Board, but on the decisions of the parties; earlier, more earnest, and more independent bargaining would be encouraged.

—"The National Mediation Board now handles two very different functions: mediating railways and airlines disputes and regulating the process by which bargaining units are determined and bargaining representatives are chosen. This combination of functions is unique to the railroad and airlines industries, and again, I propose that the discrepancy be eliminated. *The mediation functions of the National Mediation Board should be transferred to the Federal Mediation and Conciliation Service*—which presently handles this work for the vast majority of our industries. *The regulatory functions should re-*

main with the National Mediation Board, but its name should be changed to the Railroad and Airline Representation Board to reflect this new reality."

* * *

"Whenever possible, the government should stay out of private labor disputes. When the public interest requires that government step in, then it should do so through procedures which bring the current conflict to an equitable conclusion without weakening the self-reliance of future bargainers.

"The nation cannot tolerate protracted work stoppages in its transportation industries, but neither should labor contracts be molded by the Federal government. The legislation which the Secretary of Labor is submitting to the Congress would help us to avoid both pitfalls; it would do much to foster both freedom in collective bargaining and industrial peace. The hallmark of this program is fairness; under its procedures we will be able to end national emergency labor disputes in our transportation industries in a manner which is fair to labor, fair to management and fair to the American public."

RICHARD NIXON

THE WHITE HOUSE
February 27, 1970

The Members of
HOUSE INTERSTATE AND FOREIGN COMMERCE COMMITTEE
are

DEMOCRATS

1. Harley O. Staggers, chairman, West Virginia
2. Samuel N. Friedel, Maryland
3. Torbert H. Macdonald, Massachusetts
4. John Jarman, Oklahoma
5. John E. Moss, California
6. John D. Dingell, Michigan
7. Paul G. Rogers, Florida
8. Lionel Van Deerlin, California
9. J. J. Pickle, Texas
10. Fred B. Rooney, Pennsylvania
11. John M. Murphy, New York
12. David E. Satterfield III, Virginia
13. Daniel J. Ronan, Illinois
14. Brock Adams, Washington
15. Richard L. Ottinger, New York
16. Ray Blanton, Tennessee
17. W. S. (Bill) Stuckey, Georgia
18. Peter N. Kyros, Maine
19. Bob Eckhardt, Texas
20. Robert O. Tiernan, Rhode Island
21. Richardson Preyer, North Carolina

REPUBLICANS

1. William L. Springer, Illinois
2. Samuel L. Devine, Ohio
3. Ancher Nelsen, Minnesota
4. Hastings Keith, Massachusetts
5. Glenn Cunningham, Nebraska
6. James T. Broyhill, North Carolina
7. James Harvey, Michigan
8. Albert W. Watson, South Carolina
9. Tim Lee Carter, Kentucky
10. G. Robert Watkins, Pennsylvania
11. Donald G. Brotzman, Colorado
12. Clarence J. Brown, Jr., Ohio
13. Dan Kuykendall, Tennessee
14. Joe Skubitz, Kansas
15. Fletcher Thompson, Georgia
16. James F. Hastings, New York

The Members of
SENATE LABOR AND PUBLIC WELFARE
are

DEMOCRATS

1. Ralph Yarborough, chairman, Texas
2. Jennings Randolph, West Virginia
3. Harrison A. Williams, Jr., New Jersey
4. Claiborne Pell, Rhode Island
5. Edward M. Kennedy, Massachusetts
6. Gaylord Nelson, Wisconsin
7. Walter F. Mondale, Minnesota
8. Thomas F. Eagleton, Missouri
9. Alan Cranston, California
10. Harold E. Hughes, Iowa

REPUBLICANS

1. Jacob K. Javits, New York
2. Winston L. Prouty, Vermont
3. Peter H. Dominick, Colorado
4. George Murphy, California
5. Richard S. Schweiker, Pennsylvania
6. William B. Saxbe, Ohio
7. Ralph T. Smith, Illinois

Every member of the Brotherhood of Railroad Signalmen is urged to write his Senators and the Congressman from his district voicing opposition to Senate Bill S3526 and House Bill HR 16226

Applying For Railroad Retirement Annuities

MOST PERSONS WHO APply for benefits under the Railroad Retirement Act are anxious to receive their checks as soon as possible. Often, considerable time can be saved if the applicant knows what steps he must take and assembles in advance the documents which must accompany his application. The information in the following questions and answers will help railroad employes and their families plan ahead for the time when they will apply for benefits.

I plan to retire from my railroad job in August. Where should I apply for my annuity?

The best way to file an application is to visit the nearest district office of the Railroad Retirement Board. There, a Board representative will assist you with your application and explain your benefit rights. If you cannot go to a district office personally, or if there is no Board office near your home, you can get full information and application forms by writing to the nearest Board office.

Will I be required to submit any documentary proofs with my application for an employe annuity?

Yes. You will be required to submit proof of your age and, if you claim credit for time spent in the Armed Forces, you will need proof of your military service. If you are under age 65 and apply for a disability annuity, the nearest Board office will give you instructions about obtaining the medical evidence needed to support your claim.

What are considered suitable proofs of age and military service?

The best proof of age is a certified copy of the civil, church, or hospital record of the date of your birth. If such proof is not available, you should submit the next oldest record that you can locate, such as a discharge from the military, an insurance policy, a fraternal record, or another document that shows (a) your name and your date of birth or age and (b) the date the record was made, which must be more than 5 years before the date on which you file an application for an annuity.

Proof of military service may be the original certificate of your discharge or of any official military record that shows the dates of your active service, or it may be a photostat of either type of document.

It is advisable to assemble these proofs in advance of your retirement, but you should keep them until you file your application.

Will I have to establish proof of my railroad service?

The Board has a record of your railroad service after 1936. If you had railroad service before 1937, you can file a statement with the Board to claim credit for such service. The form on which this statement is made can be obtained from any Board office (Form AA-15). Many railroad employes completed this form in 1939 or 1940. If you did so at that time, it will not be necessary for you to submit another statement.

I plan to retire soon, but I have not claimed credit for my railroad service before 1937. When should I claim credit for such service?

If you do not have at least 30 years (354 months) of creditable railroad service after 1936, you should secure a Board form AA-15 from a Board office about 60 days before you stop working. This will give the Board time to check with your employers and gather in advance the information needed to process your claim for an annuity.

What steps should I take when the actual date of my retirement arrives?

First, you should quit your railroad job and any nonrailroad job that you hold. (If you are self-employed, you need not give up that work.) Second, unless you are retiring on a disability annuity, you must relinquish your rights to return to service. Third, you must complete and file an application for your annuity.

What do you mean by my relinquishing my rights to return to service?

After you quit working, you must prepare a statement showing that you are giving up your rights to return to work for any employer covered under the Railroad Retirement Act. You will be given a form on which this can be done (Form G-88) when you apply for your annuity. If you hold any rights to a job outside the railroad industry, you must also relinquish your rights to such work.

Do employes who retire on a disability annuity ever have to relinquish their rights to return to service?

Yes. Disability annuitants must relinquish their rights to return to service on reaching age 65. If they recover before 65 and apply for an age annuity, they must relinquish their rights at that time.

When should I file my application for an annuity?

It is advisable to file your application soon after you stop working. If you delay too long, you could lose some benefits. This is because payments cannot be retroactive for more than 1 year before the date of your application is officially filed at a Board office. On the other hand, there is no advantage in filing your application before you are eligible for benefits. If you file more than 3 months before your annuity could begin, your application will not be accepted.

When is an application considered to be "officially filed?"

An application is "officially filed" as of the date it is received at an office of the Board or delivered into the custody of an authorized representative of the Board, whichever is earlier.

Does my wife have to file a separate application for her annuity?

Yes, she must take steps similar to those you take when you retire. She must stop all work for pay other than self-employment, give up any employment rights she holds, and file an application.

Will my wife have to furnish any proofs with her application?

Yes. She must furnish proof of her marriage to you. Unless she is qualified for an annuity because she is caring for your child, she must also furnish proof of her age. A wife whose eligibility depends on her caring for a child will be asked to furnish special proofs.

My wife was awarded a wife's annuity when she was 52 years old because she was caring for our youngest child. The annuity stopped 3 years

later when my child reached age 18. Will my wife automatically begin to receive a wife's annuity when she reaches age 62?

No. Your wife will have to file another application for the new annuity. She may choose either to receive a reduced wife's annuity at ages 62-64 or a full annuity at age 65, but a new application must be filed in either case.

If my husband should die, how would I apply for benefits for myself and our children?

If possible, you should visit a Board office in person. If not, you should write to the nearest Board office requesting information and application forms. You will be asked at that time to furnish proof of marriage and a copy of the death certificate or coroner's report to establish proof of your husband's death. If your children are eligible for benefits, you must supply proof of the relationship and age of each child. (If a child is aged 18 or over and disabled, special medical evidence will also be needed.) If there are no eligible children, you must also furnish proof of your age.

When should a widow apply for her monthly benefits?

If she is already qualified, she can apply at any time. She should bear in mind, however, that payments cannot be retroactive for more than a year before her application is officially filed. If she is under the eligibility age, her application will not be valid if filed more than 3 months before the date she will become qualified.

My husband died a year ago. I didn't realize at the time that I might be eligible for an insurance lump-sum benefit. Is it too late to apply for this benefit?

No. An application for an insurance lump-sum benefit will be accepted if filed up to 2 years after an employe's death.

Is there any time limit on filing an application for a residual payment?

No. An application for a residual payment may be filed at any time after it becomes payable. However, if a widow, widower, or parent wishes to waive rights to a future monthly benefit in order to permit the payment of the residual, the individual must do so before reaching the age at which the monthly benefit would become payable.

RLEA Chairman Hails Florida Court Decision

A RULING BY A FEDERAL JUDGE THAT THE U.S. DEPARTMENT of Justice failed to prove its case in a suit against the Jacksonville Terminal Company and 14 railroad unions was hailed by C. J. Chamberlain, chairman of the Railway Labor Executives' Association, as a great victory.

Chamberlain issued the following statement upon hearing of the Court's decision on March 4.

"This is a great victory of the highest significance to railroad labor as well as railroad management. The Court appears to have totally rejected a determined effort by the Civil Rights Division of the Department of Justice to destroy the craft and seniority system which has been the cornerstone of railroad labor relations since 1926," Chamberlain said.

"Railroad labor, as well as railroad management, has steadfastly insisted that such an upheaval was completely unnecessary to remedy whatever discrimination might exist. We in railroad labor deplore racial discrimination and have always been ready and willing to sit down and discuss whatever complaints exist in this area and attempt to resolve them. This we understand to be the heart and purpose of the Civil Rights Act of 1964, under which the Jacksonville Terminal case was prosecuted.

"We still stand ready to do so and earnestly hope that any further efforts directed toward a chaotic destruction of the railroad seniority system will be avoided by the government. We strongly urge that whatever problems remain should be resolved in an amicable display of good will on the part of all concerned."

The civil rights suit brought in 1968 by the U. S. Justice Department under then-Attorney General Ramsey Clark charged the Jacksonville Terminal Company was maintaining a racially-segregated dual system of jobs. This system resulted in Negroes getting only the lower paying jobs offering the least chance of advancement.

The suit seeked to abolish the historic system of railroad job seniority. The government was seeking by court order, a system whereby workers could transfer from one job classification to another and take their seniority with them.

The government claimed that Negroes in the company have been kept in low-paying jobs by classification because of their rate.

The 14 defendant railroad unions and the Jacksonville Terminal Company denied this has been true after the Civil Rights Act went in force.

U. S. District Judge Charles R. Scott heard the case without a jury and ruled that the government had failed to prove its case and that the evidence showed the government is not entitled to prevail on any of the issues in its complaint.

The Chief Executives of the Railway Labor Executives' Association had a full agenda to discuss at the mid-winter sessions with Health and Welfare negotiations reaching a showdown, the supplemental pension legislation in its final stages, legislation for a 15 percent increase in Railroad Retirement annuities, having House committee hearings and the welcoming of a new affiliate, the Brotherhood of Locomotive Engineers.

Local 50 Member Receives Kidney Machine

THE MEMBERS OF CAPITAL CITY LODGE NO. 50, PENN CENtral, and Signalmen in the United States and Canada have joined together to aid a brother in need. Brother C. E. Barnett now has a kidney machine in his home.

Local Chairman B. E. Britcher has kept the Signalman's Journal informed of the progress of Brother Charles E. Barnett, a signal maintainer at Columbia, Pennsylvania, who has not worked since December 31, 1968 because of a serious kidney ailment.

In our September issue we informed our members of Brother Barnett's condition and need for an artificial kidney machine to purify his blood. We told how Local 50 had set up a trust fund to aid this very sick member and asked for the support of every member of the Brotherhood of Railroad Signalmen.

Local Chairman Britcher reported the balance of the trust fund in our December issue but at that time could only state that a kidney machine was on order. During the month of February, Local Chairman Britcher was very happy to report that Brother Barnett received the kidney machine at his home on January 5 and is receiving two treatments each week. Brother Britcher also reported that the trust fund balance on February 5 was $5,015.00 which proves Signalmen are capable of any job.

Britcher stated that Brother Barnett's condition has not improved materially since he started receiving treatments at home, but his mental outlook has improved tremendously because he no longer has to travel to Harrisburg twice a week for treatments.

He also reported that Travelers Insurance paid 80 percent of all bills received and as a result, the Trust Fund's share amounted to only $550.00. This not only included the cost of the machine but also supplies necessary to operate it.

As there is a cost of approximately $40.00 for new material with each use of the machine, it will not take very long to deplete the fund if contributions aren't continued. For this reason Local Chairman Britcher stated he would like to emphasize that the amount reported at this time is not the final amount and Local 50 will seek ways to keep contributions to this important fund continuing as long as necessary.

Brother Britcher expressed his thanks to everyone who aided in helping raise this fund and his personal thanks to all who sent contributions and to remind all that contributions are still being received.

Brother Barnett, his family, and the members of Local 50 thank all who had a part in this great undertaking.

The Signalman's Journal is most happy that we were able to assist Local 50 and all concerned in reporting this message to all members.

Legal Action Taken To Compel Adequate Service Standards For Train Riders

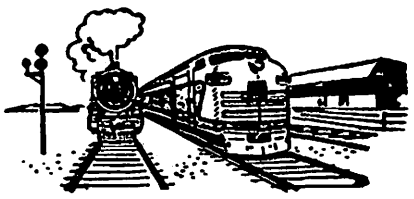
THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS joined the state of California and others in legal action to require the Interstate Commerce Commission to assume responsibility for establishing and enforcing standards of service on interstate passenger trains.

The suits were filed in the U.S. District Court in San Francisco by the California Public Utilities Commission, the states of Ohio and Louisiana, the city of Chicago and NARP.

"This action goes beyond the question of requiring railroads to provide simple amenities such as adequate food and sleeping accommodations to passengers traveling any substantial distances," said NARP Chairman Anthony Haswell.

"A number of railroads, notably the Southern Pacific whose contempt for its patrons brought this question to a head, have been providing inferior service as a means of deliberately discouraging passengers. They then appeal to regulatory authorities to let them discontinue service on the grounds of lost patronage.

"It is an understatement to say that some railroads treat their passengers like cattle," Haswell said. "There are federal regulations providing for the proper treatment of livestock in transit, but none—according to the ICC — for human passengers. We think people are entitled to at least equal treatment."



In April, 1968, ICC Hearing Examiner John S. Messer found that the Southern Pacific was failing to provide adequate meal service and sleeping accommodations over its 2000-mile run between San Francisco and New Orleans. Messer contended this failure violated federal law.

A year and a half later, the ICC ruled by a 7-2 vote that it did not possess the authority to require railroads to provide such services and that they could be imposed only by court action. The then-chairman, Virginia Mae Brown, and Commissioner Paul Tierney dissented.

Haswell pointed out that there is legislation in both houses of Congress clarifying the ICC's authority in this matter but that NARP decided to join the court action "as a further impetus to get the ICC to take action on behalf of the long-suffering rail passenger."

The complaint must be decided by a three-judge court on the basis of arguments to be filed shortly.

April Designated Cancer Control Month

APRIL HAS BEEN DESIGNATED CANCER CONTROL MONTH by Presidential Proclamation and resolution of Congress. Once again the American Cancer Society will conduct its annual Educational and Fund-Raising Crusade in which they seek to reach every American.

The widespread educational activities of the Society offer an unusual opportunity for individuals to learn how to protect themselves and guard their families from needless cancer deaths.

Labor is especially concerned over the number of cancer patients—more than 100,000—who will probably die this year, although they might have been saved by earlier and better treatment.

The American Cancer Society is grateful for the many thousands of volunteer crusaders who call upon their friends and neighbors to solicit contributions for the Society's vital programs of Research, Education and Service.

The Society has requested President Chamberlain to enlist the aid of every member of our Brotherhood to assist in the fight against cancer during the 1970 crusade.

It is important that every member know cancer's warning signals:

1. Unusual bleeding or discharge
2. A lump or thickening in the breast or elsewhere
3. A sore that does not heal
4. Change in bowel or bladder habits
5. Hoarseness or cough
6. Indigestion or difficulty in swallowing
7. Change in size or color of a wart or mole

It is also necessary to know how to protect yourself and your loved ones by knowing the safeguards against cancer. By knowing the warning signals and practicing the safeguards, we can detect cancer early and receive prompt treatment.

Our affluent society points to high pay, color television sets, new cars and men on the moon but the sad story is that lack of government funds is threatening many vital health services.

Not only is spending for research into disease being curtailed, the Cancer Society points out, but also money for services to persons in hospitals and in their homes.

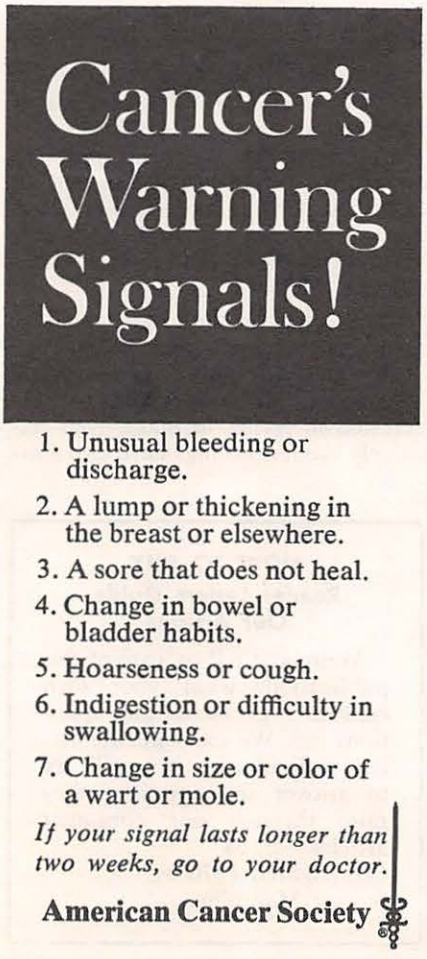
A leveling off of Federal spending will cut sharply into the Government's research and health programs.

These factors have placed a huge burden on voluntary health agencies. As more demands for their assistance in research and service is received, the greater the need for public support for these health agencies.

The American Cancer Society has long been a leader in cancer research. Now it is focusing more directly on the needs of the patient who is currently suffering from cancer.

For the first time, the Society has appropriated $1,000,000 for a national program of clinical investigation to help cancer patients. The program is designed to speed research findings to the patient.

The ACS also has major programs to help rehabilitate persons who have had major larynx and breast surgery. The "Reach to Recovery" program sends women who have had successful breast surgery into hospitals to help recent mastectomy patients. Through its support of the International Association of Laryngectomees, the ACS helps thousands of persons who have lost their voices to cancer to speak again.


Cancer's Warning Signals!
1. Unusual bleeding or discharge.
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3. A sore that does not heal.
4. Change in bowel or bladder habits.
5. Hoarseness or cough.
6. Indigestion or difficulty in swallowing.
7. Change in size or color of a wart or mole.
If your signal lasts longer than two weeks, go to your doctor.
American Cancer Society

Now the Cancer Society plans to extend aid to other groups of persons who have undergone treatment for cancer. It is an ambitious program, a program with heart, as important as the work being done in countless laboratories worldwide.

The American Cancer Society reports the following interesting facts:

Research scientists are trying to find out what, if any, is the relationship between viruses and human cancer.

There are 1.5 million Americans alive today, cured of cancer.

The American Cancer Society has financed more than $200-million of research since 1945 and much has been accomplished.

One out of four Americans will eventually develop cancer.

In the last 30 years, the uterine cancer death rate has been cut by 60 percent, thanks mainly to the Pap test for early detection and to improved treatment.

At the start of the century, few cancer patients could be cured. Today, there are 1.5 million living Americans cured of cancer.

If you care enough, cancer can be conquered.

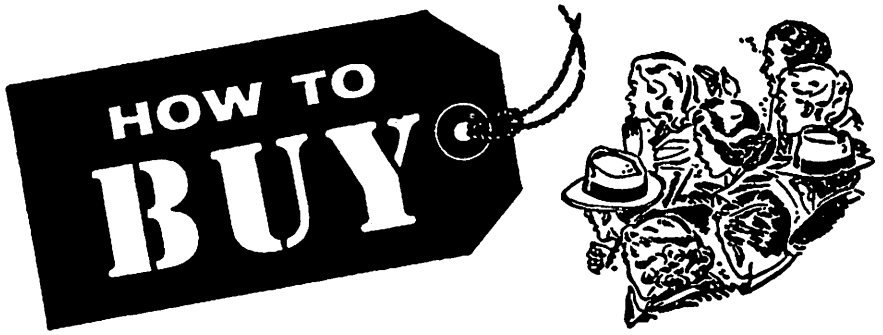
The American Cancer Society needs your support now, for yourself, for those you love "Fight cancer with a check-up and a check" which is this year's Cancer slogan.

College Scholarships

A NEW BOOKLET OFFERING guidance to union families with children about to enter college and college-bound youths themselves has been published by the AFL-CIO.

It contains information on Federal and private scholarships, grants, loans, work-study plans and other programs available to help meet the rising cost of higher education.

Copies of College Education Financing, 48 pages, may be obtained for 35 cents each from the AFL-CIO Dept. of Publications, 815 Sixteenth St., N.W., Washington, D.C. 20006.



By SIDNEY MARGOLIUS, for The Signalman's Journal

AT THE REQUEST OF A trend-conscious editor, we have just made an analysis of the questions readers ask. It's useful to know what worries other families. You might encounter these problems yourself.

Judging from letters received in the past 12 months, the No. 1 worry is health insurance—the cost, what to buy, whether to trust various ads. One out of every nine letters asks about health insurance, about twice as many as we found in a 1962 analysis of reader questions.

Second most frequent inquiries are about drug prices—where to buy at reduced rates, and how to buy under generic names. Third largest category is complaints about the high cost of living.

The reader letters, of course, reflect the impact of economic trends and government actions. Eight years ago readers asked more questions about life insurance. But while life insurance is still a frequent question, the jump in medical expenses has become a greater concern.

Medical costs have gone up more than any other item. The 59 percent rise in 11 years is almost twice as much as the overall rise in living costs. Primarily responsible are run-away hospital fees—up 168 percent.

The steady increases in hospital rates often are attributed to higher pay for hospital workers. This must be one of the biggest current evasions of the truth. Hospital pay certainly has not increased 168 percent.

What the letters in effect are saying is that moderate-income families are frightened by the huge increases in hospital and doctor fees (these are up 60 percent). They especially ask about policies promising to pay "$100 a week." But while the premiums seem low, $100 a week is only $14 a day in comparison to average national hospital rates of $65. We advise getting into a full-service group plan.

One change in the trend of inquiries is encouraging. In 1962, complaints about credit gouges, finance charges and referral schemes accounted for one out of 12 letters. Now they are about one out of 50.

In the intervening years the number of credit deceptions apparently has been reduced by the wide publicity during the campaign to enact "truth in lending," plus more active policing by state and local authorities; and intensified educational efforts by labor unions, credit unions, anti-poverty organizations and other community groups. Complaints about home-improvement frauds also have decreased.

The many letters complaining about food prices and asking about food values (one of every 14 letters) reflect the 7 percent jump in food prices this year. We're getting about 30 percent more letters about food prices even though such letters also were a leading classification in '62.

Interestingly, the sixth leading type of inquiry concerns savings, investments and mutual funds. Middle-aged families especially, are interested in trying to make even relatively modest savings earn extra income. We'd like to see a little more attention among younger families too, to this phase of money handling.

There also is an increase in letters from women asking about possibilities of earning money to help with family expenses, through franchises, distributorships and work-at-home plans. This trend is confirmed by the Labor Department report showing a large increase in working women last year.

In addition to the six leading areas—health insurance, drugs, living costs, food, life insurance and savings—here are the problems cited most often by our readers in order of frequency:

1 — Deceptive food packaging, quality and supermarket practices (in addition to the price complaints).

2—Appliances and TV sets (especially about buying refrigerators).

3 — Complaints about mortgage rates, points charged for mortgages, practice of not paying interest on payments held in escrow.

4 — Repair problems, including cars, appliances and TV sets.

5 — Complaints about deceptive food packages, food quality and supermarket practices (in addition to price complaints).

6—Questions and complaints about auto insurance.

7 — Demands for consumer action and organization (including recommendations for fewer conferences and more action).

8 — Social security, medicare and retirement in general.

9—High tax rates and complaints.

10 — Credit frauds and finance charges.

11—Home repairs (especially siding).

12—Money management and budgets.

13—Hearing aids and eyeglasses.

14 — Multilevel distributorships, franchises and pyramid schemes.

15—Gasoline-selling practices, gas saving gadgets and tires.

16—Questions about rugs and furniture.

17—Funeral costs, especially co-ops and memorial societies.

HOW TO BUY
Reader Letters Guide Our Articles

Write and tell us, care of this publication, what your own consumer problems and questions are. We can't answer letters individually, but will try to answer the questions they raise through our consumer articles.—S. M.

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Deadline For Proposing Amendments To Constitution And Ritual Nearing

THE FOURTH TRIENNIAL, Thirty-Eighth Regular Convention of the Brotherhood of Railroad Signalmen will convene on August 17 in Las Vegas, Nevada. The convention headquarters is the Stardust Hotel.

May we direct your attention to the fact that all resolutions to be submitted to the convention must be sent to Grand Lodge headquarters at least ninety days prior to such convention. The deadline date for receipt of such proposed changes is May 19, 1970.

All resolutions proposing amendments, alterations, or changes of any kind in the Constitution or Ritual to be considered in convention must be submitted in accordance with provisions of Article I, Sections 147 and 148 of the Constitution, which reads as follows:

"Sec. 147. This Constitution may be altered, amended or repealed (1) at any convention of the Brotherhood, (2) by Grand Lodge upon submission of proposed changes to Subordinate Lodges for approval, (3) by the Subordinate Lodges upon submission of proposed changes to a general referendum vote of the membership for approval.

"All amendments, alterations, or changes of any kind in this Constitution must be submitted in writing, stating the amendment, Article and Section to be amended, and how such Article and Section will read when amended.

"Sec. 148. All proposed amendments to the Constitution and Ritual to be considered in convention must be submitted in writing as provided for in the last sentence of Section 147 of Article I of the Constitution and must be placed in the hands of the Secretary-Treasurer of Grand Lodge at least ninety days previous to the assembling of such convention."

Many matters concerning the welfare of every member, and the welfare of our Brotherhood, will come before the convention in the form of resolutions. Therefore, to make this Thirty-Eighth Convention of our Brotherhood a complete success, all Locals are urged to send their full quota, or at least one delegate to this convention.

Articles and items of interest pertaining to the convention and the City of Las Vegas will be printed in forthcoming issues of the Signalman's Journal.

You can be sure attendance at the convention will be educational, worthwhile, interesting, and pleasant.

18—Real-estate and land-sale promotions.

19—Complaints about correspondence schools.

20—High medical costs (general complaints).

21—High-pressure advertising, especially TV commercials.

A recurring note in letters is surprise that "the government permits such things." While businessmen insist that government not interfere, the public has exactly the opposite attitude.

People obviously feel that some agency is supposed to protect the public against sharp practices or high prices; for example, that the Federal Trade Commission will intervene if a family selling a house is charged nine points so the buyer can get a mortgage. (To give the FTC office in Los Angeles credit, it did at least indicate to the mortgage company its displeasure that this extra charge was not made sufficiently clear in advance, although there was nothing the FTC really could do.)

In general, people do not know where to write. Government services, are dreadfully fragmented among hundreds of federal, state and local agencies, with varying powers and attitudes toward consumer problems. Some aggrieved consumers find they are shifted from one agency to the other.

So they often pick out a name in a newspaper to write to. Some now report that they write to the new "action line" or "action reporters" on newspaper and radio stations, but not always with successful results.

What is certain is that the public is writing more letters and not suffering in silence as much as it used to.

Why Is Labor In Politics?

THIS QUESTION BY MANY members and non-members has put me in a position to say a few words in behalf of the labor movement.

Labor unions have historically participated in the government of their communities, their states, and their nation as all good citizens do. Politics is the process by which governments are elected.

Many gains made by organized labor at the bargaining table have been attacked in state legislatures and in Congress by reactionary groups who could not achieve their objectives through negotiation.

It is also true that as our society has become more complex, many of the needs of union members can only be met by legislation in the general welfare.

Finally, many of the aims of the AFL-CIO, designed to advance the general welfare of all citizens of the country, can only be achieved in the legislative halls.

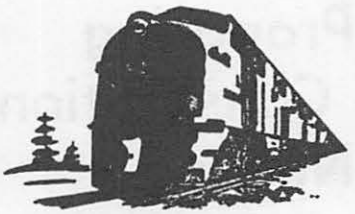
In each of these cases, good government comes through the election of good officials—men and women who seek public office to help make their communities, their states, and their nation better places for the people who live in them. It is the aim of the AFL-CIO to help the candidacies of such people.

Labor is in politics to safeguard the gains it has made. Not a single labor-management contract is worth the paper it is printed on if a Congress or state legislature wants to weaken or destroy it.

Labor is in politics to expand the opportunities and to increase the security of its members and of all Americans. Through politics, progress is won. Witness the legislative record of recent years: Medicare, civil rights, aid to education. These bear directly, and beneficially, on the lives of union members and their fellow Americans.

Labor is in politics to fulfill its responsibilities of good citizenship. Our democracy can flourish only with full participation of its citizens in its political life. The AFL-CIO encourages its members to register, to vote, to educate themselves on candidates and issues, and to be active in the party of their choice.

Railroad NEWS IN BRIEF



THE MISSOURI PACIFIC SYSTEM, in the interest of corporate simplification, applied during the year to the Interstate Commerce Commission for authority to dissolve its wholly-owned subsidiary, the Kansas, Oklahoma & Gulf Railway, and merge its properties into The Texas & Pacific Railway. Authority was granted in January, 1970, and the transaction will be consummated soon.

MoPac continued to oppose the efforts of various western railroads to dismember the Rock Island. The case now awaits an I.C.C. examiner's report. MoPac also continued its opposition to the proposed merger of the Illinois Central and the Gulf, Mobile and Ohio Railroads. This merger represents a dangerous threat to MoPac, particularly in view of alleged control of Illinois Central by Union Pacific, and the interrelation with the Rock Island dismemberment case. The IC-GM&O case also awaits an examiner's report.

THE CHESAPEAKE AND OHIO/BALTIMORE AND OHIO RAILROADS highlight job opportunities in railroading in their 1969 Annual Report to Shareowners.

A special supplement presents eighteen C&O/B&O men and women on the job, describes their work and tells, in their own words, how they got their jobs.

The supplement explains that "it takes people from all kinds of backgrounds to run a railroad today, just as with any other modern business. To C&O/B&O, for instance, come each year 6,000 new regular full-time employes, with educational and job qualifications ranging from the basic to the rather amazing.

PENN CENTRAL'S high speed Metroliners made two additional stops in Philadelphia, and substituted a more convenient stop at Wilmington, when schedules were adjusted on March 16.

The changes were made in connection with opening of the new Capital Beltway station on the outskirts of Washington.

The $1.65 million Capital Beltway station is located where Penn Central crosses under Interstate 495, the Beltway, near its intersection with U.S. 50, the John Hanson Highway. Initially, parking will be provided for 200 cars, with room to expand the lot to accommodate 1,000 as demand warrants.

THE DEPARTMENT OF TRANSPORTATION'S offer of assistance was accepted by a high level committee of railroad management and labor representatives to resolve joint management-labor problems and improve rail service nationwide.

Secretary of Transportation John A. Volpe lauded the Committee's decision and promised the Department's "full cooperation at the highest level." In offering the Department's assistance Secretary Volpe had suggested that the following areas were appropriate for cooperative efforts by both management and labor:

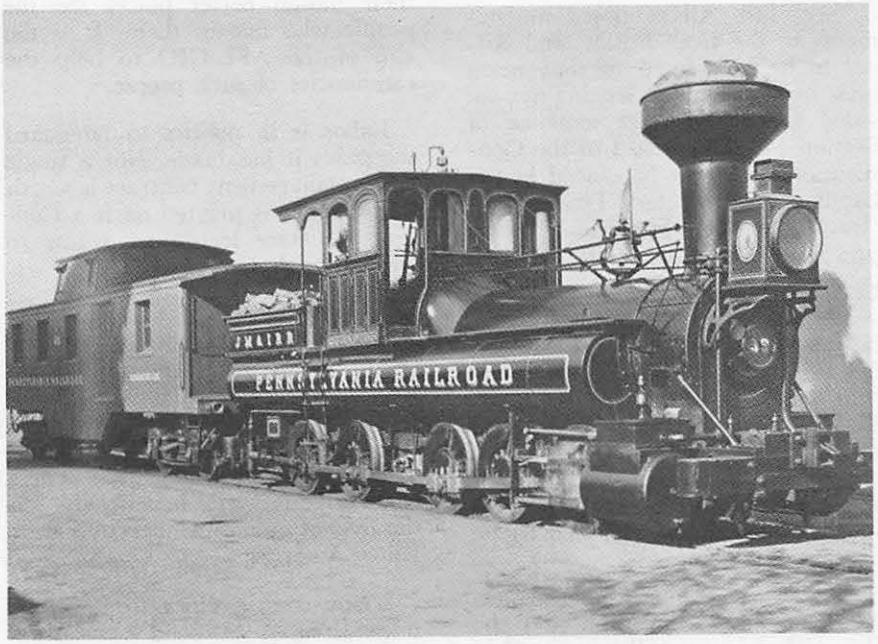
—Impact of technological advance on rail employment.
—Education and training of employes, including upgrading skills and improved methods of teaching transportation and safety.
—Experimental improvements in rail services and operations.
—Ways to improve equipment utilization.
—Legislative matters.

Federal Railroad Administrator Reginal N. Whitman will represent the Secretary.

PENN CENTRAL has purchased a Standard Wheel Truing Machine from Standard Railway Equipment Division of Stanray Corporation for installation in its Philadelphia shop.

The machine is designed to recontour wheels without removing them from cars or diesels. It is installed in a pit and becomes integral to the shop track, from which equipment may be rolled directly on the machine.

CANADIAN NATIONAL opened a new half-million dollar plant for production of continuous welded rail at Transcona. Claimed to be the most up-to-date of its kind, the output is estimated at 300 to 400 miles of welded rail per year.



Engine That Climbed Steepest Grade

Here's another oddity out of the past—the Reuben Wells locomotive named after its designer, a master mechanic on the Jeffersonville, Madison & Indianapolis Railroad, now part of the Penn Central. It was put in service in August, 1868, on what was described as the steepest inclined railroad track in the world. The track extended from Madison, Indiana, to North Madison, a distance of 7,012 feet. The engine is reputed to be the first to surmount so steep a grade, without the aid of cogs or rack rails. The locomotive is still being kept in good mechanical condition by the Penn Central.

news from Canada

CANADA MAY WELL BE ON the verge of a recession; rather than seeking "instant solutions" to the problems of inflation, the Government should be more concerned with reviving the Canadian economy and reducing the high rate of unemployment, a labor leader warned.

Joe Morris of Ottawa, executive vice-president of the Canadian Labour Congress, was addressing a group of trade unionists during a labor institute held recently in Sudbury.

He denied implications that those who speak for organized labor are in favor of inflation.

"That is not true. Apart from pensioners and others on fixed income, those who suffer most heavily from inflation are working people," he said.

There are however numerous indications that the inflationary tendencies are easing off and that "what we need to be most concerned about now is the strong likelihood of a recession."

To illustrate this, Mr. Morris pointed to extensive lay-offs; reports of long line-ups at unemployment insurance offices; an unemployment rate of 6.1 percent with half a million unemployed across Canada and 10 percent in the Atlantic provinces; and a sharp drop in credit buying.

"Now even Finance Minister Benson admits inflation may be on the wane," he said.

"Instead of slowing down the economy by taking action which may well have a disastrous effect a few months from now, we must press for measures which will revive the economy and shorten or eliminate those lineups outside unemployment insurance offices."

Mr. Morris said the government-appointed Prices and Incomes Commission had been instructed to determine and make known the causes of inflation. "Instead it has chosen to come up with what has all the earmarks of an instant solution—let everyone take the pledge to keep down prices and wages."

After a recent conference which the Prices and Incomes Commission held with business leaders, a group of these appeared before the television cameras and took a pledge in an atmosphere that was "reminiscent of the old-time religious revival meetings."

Since then, prices have been increased by major glass and copper companies; Canadian Railways have announced important freight rate increases; the directors of the Toronto-Dominion Bank increased their own honorariums by 35 percent; Ottawa MPs are considering how to get an increase for themselves; and members of the B.C. legislature voted themselves an increase of 25 percent, Mr. Morris said.

At the same time, working people are being asked to pledge themselves not to seek wage increases. Such commitments would bind them for periods of up to three years in their collective working agreements, in contrast to the "loose kind of undertaking" which applies to prices.

"All too often working people are the victims . . . and we don't intend to see it happen this time," Mr. Morris concluded.

Donald MacDonald, president of the Canadian Labour Congress, issued the following statement on unemployment and the economy.

"This budget is another example of the government taking the wrong fiscal policy at the wrong time. It is clearly designed to add to the already serious unemployment and it does nothing to relieve the plight of those who have suffered most from rising prices, particularly old age pensioners.

"The cynical attitude of this government in using unemployment as an economic tool will compound the already serious situation by further slowing down the economy. The trend of price increases has been downward during the latter part of 1969, and with more than half a million Canadians out of work the government should direct its attention to policies which will provide jobs, not more unemployment.

"Consumer credit has already been restricted by the high interest rates resulting from the government's tight money policies. The new restrictions will most seriously affect those in lower income groups. In Canada there has not been a demand inflation; there has been a high degree of unused capacity throughout.

"The ruthless attitude adopted by the government in its determination to impose its particular economic theories, in a situation which it admits it is not at all certain about, is most clearly illustrated in the total disregard of the position of pensioners. Price increases have consistently been double the increase allowed in pensions. Yet the pensioners have received not even a hint of relief. To say that this is not a budgetary matter is simply an evasion. Presumably if the government proposed allocating funds to assist pensioners this item would appear in the budget. It is not there.

"For a minister to imply that union members are all highly paid and are living in comfort is a misrepresentation of the facts. There are hundreds of thousands of union members and other workers in Canada whose income is barely above the poverty line. All the budget gives these people is a threat of unemployment. It should also be pointed out that among the unorganized—those who are not union members—are all those who have unilaterally adjusted their incomes and it is in this area that the greatest increases have taken place."

YOUR WASHINGTON Reporter

By Richard J. Calistri

PRESIDENT NIXON, IN THE most sweeping Presidential anti-strike scheme in modern history, is asking Congress to take the right to strike away from workers in all phases of the transportation industry. In place of that right, he wants the power to impose compulsory arbitration.

In a special message to Congress, Nixon said that the legislation is necessary because "work stoppages in the railroad, airline, maritime, longshore, or trucking industries are more likely to imperil the national health or safety than work stoppages in other industries."

At the heart of his proposal for settling "national emergency" transportation disputes is a special panel, in some cases selected by the President, to choose the last, best offer of either management or labor and require both sides to abide by the decision.

This "final offer selection" process, which would be invoked after all other channels for reaching agreement had failed, is under fire as a thinly disguised form of compulsory arbitration.

Nixon's proposals call for these sweeping changes in current labor law:

—Eliminate emergency strike provisions of the Railway Labor Act.

—Remove railroads and airlines from the jurisdiction of the Railway Labor Act and make them subject to the emergency provisions of the Taft-Hartley Act which provides for an 80-day "cooling-off" period prior to a strike.

—Amend Taft-Hartley to give the President three new weapons which he could invoke in a major transportation dispute at the end of the 80-day cooling-off period. These are:

1. Allow the President to extend the cooling-off period for an additional 30 days if he believes a settlement is near.
2. Authorize him to require partial operation of the struck industry, based on the findings of a special board appointed by the President.
3. Allow the President to invoke the "final offer selection procedure." This process would give both the union and management three days to submit one or two "final offers" to the Secretary of Labor and five more days to bargain over these offers.

   If the parties still fail to reach an agreement, a "neutral" panel—chosen either by the parties or by the President—would select one of the final offers and impose it as the final settlement.

The Administration bill also proposes:

—Disqualification of railroad workers for railroad unemployment insurance when they are on strike.

—Abolition of the National Railroad Adjustment Board which provides arbitration of grievances and the inclusion of negotiated grievance procedures in future contracts.

—Repeal of the Norris-LaGuardia Anti-Injunction Act as it affects the labor disputes covered by the Nixon bill. The Norris-LaGuardia Act forbids federal judges from issuing injunctions against peaceful strikes or strikers.

—Allow rail and airline unions to be sued in federal court, up to the limit of all of their assets, for damages caused by wildcat strikes or any other "violations of agreements or arrangements."

* * *

Sharpest criticism of the Nixon proposal came from the Conference of Transportation Trades, an alliance of 27 AFL-CIO unions in transport fields. The Conference declared that the legislation "invites economic tyranny," and denies workers "their only effective weapon," the right to strike.

The Conference pledged to work for elimination of "national emergency" sections of the Taft-Hartley and Railway Labor Acts and to fight all legislative proposals for compulsory arbitration.

The Conference also warned that American workers and consumers face a serious threat from the growth of monopoly and the rise of "conglomerates" in all segments of the nation's economy, including railroads and airlines.

In a 157-page study, the Conference noted that by the end of 1968 "the 200 largest industrial companies controlled over 60 percent of the total assets of all American manufacturing corporations."

The report stressed that "the threat of conglomerates is particularly real, and particularly menacing, when it touches the transportation industry—a vital nerve center in modern America."

* * *

The House Banking Committee has opened hearings on a bill which would commit $3.1 billion in federal aid for mass transit, including commuter railroads.

Under the bill, which passed by Senate by a vote of 83 to 4, cities qualifying for aid would be allowed to let contracts for mass transit projects immediately, but they would receive total federal aid of no more than $1.86 billion in the first five years and the remaining $1.25 billion in later years.

Known as the Urban Mass Transportation Act, the bill also contains a federal commitment in principle for expansion of the program to a $10 billion level over a period of 12 years. However, Congress would have to vote the additional money in future years.

The federal money could be used for rolling stock, other types of equipment and land acquisition for transit projects. It would cover two-thirds of the cost, with cities and states paying the rest.

Sen. Harrison A. Williams (D., N.J.), a leader in the drive for the legislation, hailed Senate passage as marking "the beginning of the end of the indifference that has led to transportation chaos and urban traffic strangulation."

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones,
1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Payne H. Ratner, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104
Piehler & Allerdice
924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

SHANTY BANTER

Two Mexico City detectives arrived at the scene of the murder of Juan Gonzales. They examined the room in which he was found, and the body, but couldn't find a murder weapon. Finally one detective volunteered that the man was killed by a golf gun.

"Golf gun!" his partner said, "what in the world is that?"

"I don't know," the other detective replied, "but it certainly made a hole in Juan."

•

The government should learn to fight poverty with something other than higher taxes.

•

She: "You know, Darling, this is leap year."

He: "So?"

She: "Would you dry the dishes if I washed them?"

He: "Never!"

She dropped the subject and decided to leap elsewhere.

•

The meek may inherit the earth. In its present condition, they can have it.

•

"I'm not wealthy and I don't have a yacht and a convertible like Jerome Green," apologized the lovesick young man. "But, darling, I love you madly."

"I love you, too," his girl said breathlessly. "But tell me more about Jerome Green."

•

A tax by any other name costs just as much.

Muffled voice on telephone: "Hello, is this the attendance office?"

"Yes. May I help you?"

"Yes. I'm calling to tell you that Josie can't come to school this morning."

"Who is this calling please?"

"This is my Mother calling."

"Thank you, Josie."

•

By the time man has learned to make the most of life, most of his life is gone.

•

If everything you try to do gets you unhinged and rattled, maybe you've got a screw loose somewhere between your ears.

"Pardon me, Miss — I don't see any picket line around you, so I assume you're 'fair' to union men!"

"Why so unhappy?"

"Just finished writing."

"Book have a sad ending?"

"Yeah. The last check I wrote cleaned me out."

•

A man who has lost his liberty in the pursuit of happiness is called a husband.

•

Tiny Tom had just returned from his first day at school.

"How did you like kindergarten?" asked his mother.

"It's okay," he replied.

"Is your teacher smart?" continued Mother.

"I don't know yet," he answered honestly, "but she's had time to do more studying than I."

•

Avoid debt by spending less than you earn.

•

"No sweets for me," she giggled. "I've got to watch my little tummy."

"Little!" hissed her so-called friend. "It's big enough for you to watch just by looking down and out."

•

We don't like to repeat gossip, but what else can we do with it?

•

A young couple decided to make a small garden in back of their house. After breakfast, the husband was sitting on the porch when his wife came around with a shovel saying, "Here, you know what to do with this."

Later she went out to see how he was getting along with the garden and found the shovel stuck in the ground, and this note attached: "Have worms, will fish."

B. & O. - Lines West

A meeting was held on the Akron Division Seniority District by Local Chairman D. W. Korom at Cuyahoga Falls on November 4, 1969. General Chairman H. C. Guscott and five members were present.

Matters of interest discussed were: the Section 6 notice for wage increases, skill differential, and an additional adjustment for semi-skilled members, cost of living adjustment, increase in overtime rates, etc.

Managements' counter proposals were explained as was their notice for a new agreement in the field of hospitalization, surgical and medical benefits, and group life insurance.

Brother Richeter was particularly interested in retirement benefits since he contemplates retiring in the near future.

Some members were concerned about being required to go on night calls alone in areas where holdups, robbings, and muggings have been taking place. No employe should be required to endanger his person by performing emergency service in such danger areas. Help and/or protection should be requested when called for this type of service.

Despite the few members present the meeting was interesting to those who were there.

The newly rewritten B&O Agreement was furnished to all members on this seniority district.

G. F. HAMMOND

The members of Local 5, Penn Central, held their annual Pensioners' Dinner in Taunton, Mass. recently. This year's group of pensioners that were honored were, left to right: John Richards, Linwood Davidson, Howard White, Chairman of the Committee; and George Forges. Two other members were also honored but unable to attend due to illness—Brothers Fred Tillinghast and Harry Keefe.

Canadian National

Montreal, P.Q. (118). Local 118 held its first Pensioners Dinner Dance in Montreal recently. Those attending reported that a good time was had by all.

This year we honored three pensioners: Brothers Keith Smith, Francois Wambre and Norman Lebeau. Each Brother was presented with a small gift from the Local.

A vote of thanks to Brothers T. Bingberger and A. Cunningham for working on the entertainment committee and making this party such a success that the Local has decided to make it an annual affair.

These two Brothers will be part of the committee for next year's affair that will be held on the last week-end in October.

We wish to thank all who attended and wish all our retired Brothers a long and happy retirement.

A. CUNNINGHAM

Local 118 held its first Pensioners Dinner Dance in Montreal recently. Those honored this year are shown above, seated left to right: Brothers Norman Lebeau and Keith Smith. Standing, left to right: Brothers Francois Wambre, Grand Lodge Representative Harold A. Stockdale and Local Chairman William Dufort.

Chesapeake & Ohio's General Committee Meets

The Chesapeake & Ohio General

Committee met at Huntington, West Virginia on December 6, 1969.

Election of officers included the re-election of M. P. Hughes as General Chairman, H. H. Parker as Vice General Chairman, J. H. Butler as Secretary-Treasurer, J. M. Huff and R. G. Hagley to the Board of Trustees. Elected as a new member of the Board of Trustees was C. D. Butcher.

Brother Butcher is one of the oldest members of our committee and no meeting is complete without his opening and closing prayer.

The committee welcomed two new local chairmen, Brothers S. M. Philips from Chicago Division and C. R. Durrett from Hinton Division.

General Chairman Hughes reported on all claims now pending and recent awards of the National Railroad Adjustment Board. Other important matters discussed at the meeting were: supplemental pension annuities, health and welfare negotiations, and other items of local interest.

Vice President T. H. Gregg reported on the progress of the October 1, 1969 wage notice and another Section 6 notice that will be served early in 1970 with the following improvements sought: improved holidays, five weeks vacation after 20 years service, paid funeral leave, sick leave and formal training program.

The information and advice given us was most helpful in making a successful meeting. J. H. BUTLER

B. & O. (SIRT)

A meeting was held February 11, 1970 by Local Chairman J. Alverson of Local 31 with all members on the property present except Victor P. Pesci who was absent due to death in his family.

The main item of business was the status of the operation of passenger service by the City of New York. At this time the B. & O. Railroad is operating the passenger service and is being paid for so doing by the city. At this time no application has been made to the I.C.C. requesting transfer of the passenger service and associated property to the city; such matters being in the hands of attorneys for proper action.

Vice President B. H. Steuerwald and General Chairman H. C. Guscott were present giving explanations on the status of the transfer of property and also the status and requests pertaining to Travelers Insurance, wage notice of October 1, 1969, and contemplated improved fringe beneifts to be served on a national basis during May 1970.

DALE LEONARD

Chicago & North Western's Don Foote Retires

On November 1, 1969 Brother D. L. Foote retired as system general chairman of the Chicago & North Western System General Committee. Brother Foote was elected system general chairman on December 3, 1966 to take office on May 1, 1967. Brother Foote held this position until his retirement.

Before being elected system general chairman Brother Foote held the position of local chairman of Local No. 130 for many years, being elected to his first term in 1946. He also held the position of vice system general chairman for many years.

Brother Foote was born December 7, 1904 in Des Plaines, Illinois. He started work for the Chicago & North Western Railroad on February 9, 1926 as a signal helper at Deval Plant under the supervision of Mr. Phil Lambert. He became maintainer in January of 1930, and then worked various positions as gang foreman, test man and leader signal maintainer.

The members of Local No. 130, and all the members that he represented as system general chairman, sincerely wish him a long happy and healthy life to enjoy the fruits of his labors. We also would like to thank his wife for the hours that she gave up so that Don could serve his fellow man. We hope they both will enjoy these years together. H. S. GERTH

Western Maryland Ry.

A meeting was held February 14, 1970 by Local Chairman P. B. Bradfield at the Hagerstown Y.M.C.A. with ten members present. The attendance was poor due to the inclement weather.

Many items of mutual local interest were discussed particularly the improper discontinuance of service notice and the discontinuing of positions under the lockout action of carriers due to the shop craft strike on the U.P.R.R.

General Chairman H. C. Guscott gave the status of the current negotiations and new contract with Travelers Insurance, the status and requests on our wage notice of October 1, 1969, and also the requests to be made for fringe benefits in a notice to be served in May 1970.

Secretary Treasurer, G. A. DeLozier, Local 31, attended this meeting prior to attending the regular meeting of Local 31 in Baltimore, February 15, 1970.

DALE LEONARD

Rock Island

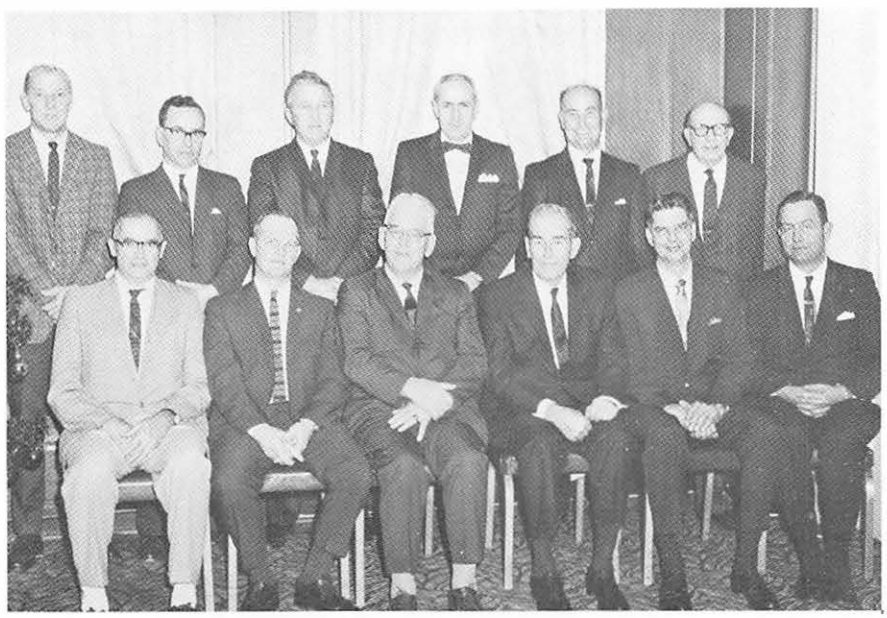
Sheffield, IL (183). The regular first quarter meeting of Local 183 was held at the Ranch House Motel, Bureau, IL, February 22, commencing at 1:30 p.m. The meeting was called to order by Chief Signalman W. F. Berneking with 14 members present and General Chairman A. E. Ketterman.

The meeting got under way with roll of officers with six officers present.

The minutes of the previous meeting were read and approved.

Application for one new member was presented and accepted. The new member is Eileen Marcella Meincke.

Resolution made by Local 183, Brotherhood of Railroad Signalmen, Rock Island Lines, showing our support of Sheet Metal Workers for their position in regard to crossing of jurisdiction lines in recent negotiations with Railroad of America.



The Chesapeake & Ohio General Committee held its triennial meeting on December 6, 1969 in Huntington, West Virginia. Those attending were, seated left to right: C. D. Butcher, H. H. Parker, General Chairman M. P. Hughes, Vice President T. H. Gregg, J. H. Butler and S. M. Philips. Standing, left to right: E. Philips, C. R. Durrett, J. M. Huff, R. G. Hagley, J. C. Hood and F. Stewart.

Retired Secretary-Treasurer Thomas A. Austin Passes

RETIRED SECRETARY-TREASURER Thomas A. Austin passed away after a short illness at his home in Englewood, Florida on February 22. He was 100.

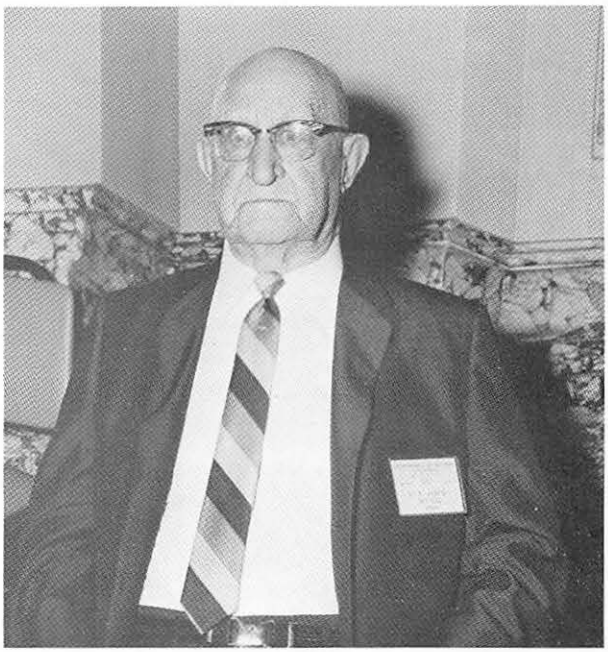
Brother Tom joined the Brotherhood of Railroad Signalmen in 1909 and, through his efforts, Bula Local No. 16 was established in Ashtabula, Ohio. In 1914 he was elected Chairman of the Grand Board of Trustees of the Brotherhood of Railroad Signalmen. In 1917 he was elected Grand Secretary-Treasurer and was re-elected to that office until his decision to retire at the end of his term of office on December 31, 1942.

One of the remarkable things about Uncle Tom's career is that he had about 30 years of railroad service behind him when he began serving as a full-time Grand Lodge officer. Then to go on and compile a record of 25 years service to the organization is an achievement far beyond the hopes of most men.

He never lost interest in the Brotherhood and attended conventions after retirement, the last being the 1967 convention, where he was present throughout the convention.

In 1957 the Austins moved to Englewood, Florida and the last few years the town has helped Uncle Tom celebrate his birthday. The Austins celebrated their 52nd wedding anniversary on August 13, 1969, and Tom celebrated his 100th birthday August 31, 1969.

With deep regret the Grand Executive Council and the Board of Trustees of the Brotherhood of Railroad Signalmen record the passing of a retired fellow officer, Thomas A. Austin. Uncle Tom will long be remembered for his devotion to the cause of serving his fellow man.



Brother Austin is survived by his widow, Hazel G. Austin of Englewood, Fla.; a son, Marvin of North Kingsville, Ohio; two daughters, Mrs. Olive H. Ferguson of Sarasota, Fla., and Mrs. Laura Lee of North Kingsville, Ohio; a brother, Bert of Idaho Falls, Idaho; a sister, Mrs. Jessie Chalmers of Cleveland, Ohio; 18 grandchildren and 34 great-grandchildren, to whom the officers of Grand Lodge and Brother Austin's many friends extend sincere sympathy.

Motion made by L. L. Harris, seconded by H. E. Clark, to send resolution to President of Sheet Metal Workers. Motion carried.

Motion made by L. L. Harris, seconded by H. E. Clark, Local 183, goes on record as in favor of a joint general chairman. Motion carried. General chairman should work through Grand Lodge but be governed by the locals. The general chairman would be located at a designated point or work out of Grand Lodge. One general chairman would take care of several carriers. To be voted on at the next convention.

There was much discussion on the dues check off system. The dues check off system would save the local secretaries a lot of trouble because the dues would always be paid on time. However, it cannot be made compulsory. It would effect only those who had signed the required form giving authorization for this deduction. There being no further business the meeting adjourned. Next meeting to be announced at a later date. K. L. MISAK

Obituary

Clarence H. Eggert, member of Local 94, Baltimore and Ohio Railroad, passed away suddenly December 12, 1969. He was 62.

Brother Eggert began his career with the B&O on June 19, 1924 in the Maintenance of Way Department prior to which he worked summers during school vacations in this department. On January 8, 1927 he started in the Signal Department where he remained. During his years with the railroad he served in many capacities in the Ohio, Toledo, and St. Louis Divisions.

The officers and members of Local 94 wish to extend their deepest sympathy to his widow, Juanita, and the surviving members of his family.

A. P. WEBER

Paul B. Evers, retired member of Local No. 79, Penn Central, passed away February 21. He was 75.

Brother Evers started to work on the Cincinnati Division of the Penn Central in July, 1913. He was with the U.S. Army in France during World War I. He was a signal testman at Xenia, Ohio, when he retired on September 1, 1959 after 46 years of service.

The officers and members of Local 79 extend their deepest sympathy to the members of his family. ED.

Berry W. Denton, retired member of Local 202, passed away on February 22. He was 82.

Mr. Berry, as he was affectionately known to all his many friends, was a member of Local 162 until Local 202 was chartered in 1951. He then transferred to Local 202, which had territorial jurisdiction. Local 202 merged with and became a part of Local 51 after his retirement.

Brother Denton began his railroad career in 1907 for the Illinois Central Railroad at Bardwell, Kentucky. He worked until 1913, at which time he left railroad service and worked locally for four years. He returned to signal service for the IC in 1918 and worked on the Tennessee and Mississippi Divisions until his retirement. He held signal maintainer's positions at Wickliffe, Ky. and Milan, Tenn. He advanced to signal foreman in 1941 and held that position until his retirement. He also worked as a section foreman on the Missouri Pacific for a short time during his early years as a railroad man. He retired June 17, 1959 and made Bardwell, Ky. his home until his death.

Brother Denton was preceded in death by two sons, one of whom, Brother E. L. (Buddy) Denton, also worked for the Illinois Central Railroad and advanced through the ranks to signal foreman.

Brother Denton is survived by his wife, two daughters and a son, Brother Billy W. Denton, who is local chairman of Local 51-South, to whom the officers and members of Locals 51 and 162 extend their deepest sympathy.

B. J. Woodruff

Joseph B. Wallace, Sr., retired member of Local No. 33, Atchison, Topeka & Santa Fe Railroad, passed away February 4, 1970.

Brother Wallace was employed as a signal helper on the Oklahoma Division April 10, 1923, became assistant signalman March 1, 1924, signalman March 3, 1925, signal foreman May 4, 1926, signal maintainer, Norman, Okla., July 1, 1932 the position he held at the time of his retirement on March 1, 1960.

The officers and members of Local 33 extend their deepest sympathy to the members of his family. Ed.

Herman B. Baro, retired member of Local No. 156, Atchison, Topeka and Santa Fe Railroad passed away November 5, 1969. He was 79.

Brother Baro was employed from April, 1917 until 1929 by the St. Louis Terminal Railroad as a signalman. From 1943 until 1952 he worked for the Santa Fe Railroad as a signalman. In 1952 he retired on a physical disability pension.

The officers and members of Local 156 extend their deepest sympathy to the members of his family. Ed.

Elmer Hayner, retired member of Local 94, Baltimore and Ohio Railroad, passed away in Sidney, Ohio February 12.

Brother Hayner was a maintainer at Bates, Ohio at the time of his retirement in 1963 and was a long and faithful member of Local 94.

The officers and members of Local 94 express their sympathies to his family and friends. A. P. Weber

Castle M. Bell, retired member of Local No. 79, Penn Central, passed away February 20. He was 67.

Brother Bell began work on the Penn Central on February 1, 1944 and worked at various locations until illness forced his retirement early in 1969.

The officers and members of Local No. 79 extend their deepest sympathy to the members of his family. Ed.

Abraham H. Stauffer, retired member of Local 50, Penn Central passed away. He was 85.

Brother Stauffer worked as a maintainer at Thornedale and Downingtown before his retirement.

The officers and members of Local 50 express their deepest sympathy to the surviving members of his family.

S. C. Sunday

Leonard C. Maust, retired member of Local 50, Penn Central, passed away. He was 74.

Brother Maust was working as a test maintainer on the Harrisburg Division at the time of his retirement on August 1, 1960, after completing 44 years of service.

The officers and members of Local 50 express their deepest sympathy to his widow and daughter.

S. C. Sunday

George C. Jacobs, retired member of Local 50, Penn Central, passed away. He was 73.

Brother Jacobs was working as a signalman in Harrisburg, Pa. at the time of his retirement on January 6, 1959, after completing 40 years of service.

The officers and members of Local 50 express their deepest sympathy to his widow and their five sons.

S. C. Sunday

MOVING? LET US BE THE FIRST TO KNOW

When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

CHANGE OF ADDRESS

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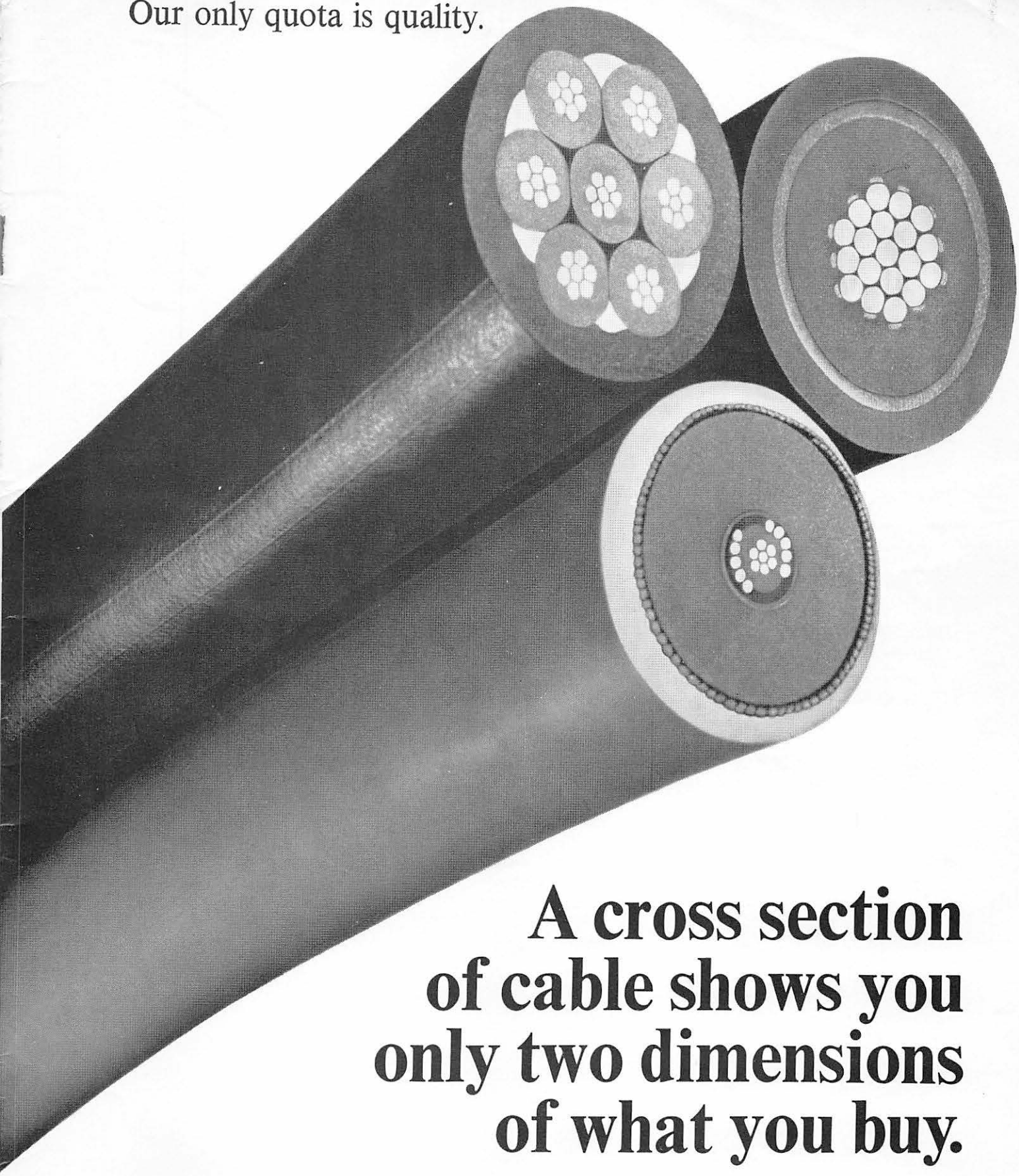

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